The Hong Kong Daily Press.

No 4365 第四千三百六十五號 同治辛未年九月二十日 HONGKONG, THURSDAY, 2ND NOVEMBER, 1871. 禮拜四 英十一月二號 香港 [PRICE $2½ PER MONTH

Arrivals.

Nov. 1, ILIONE, Brit. ship, 742, Rapson, Yokohama 17th October, Rice.—BIBLEY & Co.

Nov. 1, NAIAD, Brit. bg., 297, Fauch, Newchwang 16th October, Beans.—SIEMSSEN & Co.

Nov. 1, MARQUIS OF ARGYLE, Brit. ship, 550, KeKean, Sydney 14th September, 700 tons Coal.—ROZARIO & Co.

Nov. 1, CONSTANCE, Ned. bk., 350, Schroot, from Whampoa.—SIEMSSEN & Co.

Nov. 1, SUWONADA, Amer. str., 709, Clark, from Canton, General.—AUG. HEARD & Co.

Oct. 1, JORGEN BRUHN, North German ship, 738, Swarsen, Yokohama 17th October, 16,000 piculs Rice.—WM. PUSTAU & Co.

Nov. 1, JUNO, North German brig, 198, Zebotheen, Tientsin 4th October, and Chefoo 20th, General.—E. SCHELLHASS & Co.

Nov. 1, INDIA, North Ger. bg., 145, J. P. Johansen, Tientsin 14th October, and Taku 19th, General.—E. SCHELLHASS & Co.

Departures.

Nov. 1, EMEU, str., for Bombay, &c.
Nov. 1, ARRATOON APCAR, str., for Calcutta.
Nov. 1, NIL DESPERANDUM, for Bangkok.
Nov. 1, AUGUSTE, for Bangkok.
Nov. 1, CHUKIANG, str., for Shanghai.
Nov. 1, ANNIE MURIEL, for Swatow.
Nov. 1, LIZZIE & ROSA, for Saigon.
Nov. 1, DUNA, str., for Canton.
Nov. 1, LORNE, str., for London.
Nov. 1, LORD MACAULAY, for New York.
Nov. 1, EVANGELINE, for Foochow.
Nov. 1, KATE, for Whampoa.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, 1ST NOVEMBER.

Lorne, str., for London.
Duna, str., for Canton.
Lord Macaulay, for New York.
Evangeline, for Foochow.

Passengers.

Per *Jorgen Bruhn*, from Yokohama,—Mr. Davis and 1 Chinese.
Per *Marquis of Argyle*, from Sydney,—Mr. Ackland and 12 Chinese.

Vessels from Ports in China and Japan, expected in Europe and America.
(*Corrected to Date.*)

FROM HONGKONG.

Vessel's Name.	*For.*	*Date of Leaving.*
Kati	New York	June 28
Chin-Chin	London	Aug. 15
Brunette	New York	Aug. 18
Robert Fletcher	New York	Oct. 3
Atholl (s)	London	Oct. 7
Glance	New York	Oct. 13
Julia Ann	New York	Oct. 14

FROM WHAMPOA.

Sir Harry Parkes	New York	July 22
Deerhound	London	Aug. 9
Pekin	New York	Aug. 21
A. L. Banfield	New York	Sept. 22
Otteraps	London	Sept. 26
Veronica	London	Sept. 27
Feiga	New York	Oct. 11
Lord Macauley	New York	Oct. 26

FROM CANTON.

Norman Court	London	July 15

FROM AMOY.

Ardentinny	New York	July 20
Leander	New York	Aug. 2
Lanercost	New York	Aug. 7
Stanley	New York	Sept. 6
Star of China	New York	Sept. 12
Chintoo	New York	Sept. 27
Emperor	New York	Oct. 21
Lubra	New York	Oct. 24

FROM FOOCHOW.

Titania	London	July 1
Harlaw	London	July 7
Maitland	London	July 8
Fire Queen	London	July 11
Sir Lancelot	New York	July 17
Duke of Abercorn	London	July 24
Lahloo	London	July 27
Wm. Ritson	London	Aug. 1
Silver Eagle	London	Aug. 9
Her Majesty*	London	Aug. 12
Lauderdale	London	Aug. 17
Schiehallion	New York	Aug. 18
Eme	New York	Aug. 22
Avon (s)	London	Aug. 24
Rifleman	London	Aug. 28
Maiden Queen	London	Sept. 3
Melbrek	London	Sept. 4
Hongkong (s)	London	Sept. 14
Benefactor	New York	Sept. 16
Kelso	New York	Sept. 21
Holmsdale	London	Sept. 22
F. Nightingale	London	Sept. 24
Hopewell	London	Sept. 25
Yangtsze	New York	Sept. 28
Thyatira	London	Sept. 30
Lorne (s)	London	Oct. 28

* Dismasted at Shanghai.

FROM SHANGHAI.

Forward-ho	London	June 24
Thermopylæ	London	June 25
Undine	London	June 28
Malacca	Boston	June 29
Whinfell	London	July 8
Argonaut	London	July 15
Leucadia	London	July 18
Sir Wm. Wallace	London	July 19
Arracan	London	July 22
Woodlark	London	July 25
Weymouth	London	July 26
Daylight	London	Aug. 4
Annie Bow	New York	Aug. 7
Eliza Shaw	London	Aug. 9
Everest	London	Aug. 16
J. R. Worcester	London	Aug. 18
Yeavering Belle	London	Aug. 18
Red Deer	London	Aug. 22
Golden State	New York	Sept. 4
Pons Ælii	New York	Sept. 4
Menelaus (s)	London	Sept. 7
Daylight	London	Sept. 7
Ferica	New York	Sept. 12
Avona	London	Sept. 13
Derwent	London	Sept. 14
Amoor	London	Sept. 21
Guinevere	London	Sept. 23
Seatoller	London	Sept. 26
N. B. Palmer	New York	Sept. 30
City of Aberdeen*	New York	Oct. 4
Hope	London	Oct. 5
Tonbridge	New York	Oct. 5
Bernard (s)	London	Oct. 7
Willy Rickmers	New York	Oct. 8
Constantia	London	Oct. 19
Taitsing	London	Oct. 20
Fort Regent	London	Oct. 20
Elizabeth Graham	London	Oct. 20
Centurion	London	Oct. 21
Celestial Queen	London	Oct. 23

* Dismasted at Hongkong.

(*For continuation of Shipping Reports see third page.*)

Auction Sales To-day.

LANE, CRAWFORD & Co. Lumber, Cement, &c.

J. M. ARMSTRONG. Sundry Articles.

DA SILVA & Co. Household Furniture.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.
SUBSCRIBED CAPITAL—5,000,000 of Dollars.

Court of Directors:—
Chairman—HON. R. ROWETT.
Deputy Chairman—T. PYKE, Esq.
E. R. Belilios, Esq. | Julius Menke, Esq.
A. Jooat, Esq. | S. D. Sassoon, Esq.
Wm. Lemann, Esq. | G. F. Weller, Esq.
H. Melchers, Esq.

Managers;—
Hongkong—James Greig, Esq., Chief Manager.
Shanghai—David McLean, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months' 2 per cent. per annum.
„ 6 „ 4 „ „
„ 12 „ 5 „ „

LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East.
tf 1062] Hongkong, 9th September, 1871.

GERMAN BANK OF LONDON (Limited).

DIRECTORS.
GEORGE ALBRECHT, Bremen.
EDWARD HENRY GREEN, London.
CARL KLOTZ, Frankfort-on-the-Main.
VICTOR FREIHERR VON MAGNUS, Berlin.
JULIUS MAY, Frankfort-on-the-Main.
ADOLPH VOM RATH, Cologne.
CHARLES FERDINAND RODEWALD, London.
FREDERICK RODEWALD, London.
THOMAS SELLAR, London.
RUDOLPH SULZBACH, Frankfort-on-the-Main.
L. JOSEPH SPEYER, Frankfort-on-the-Main.

Managing Director—OTTO NESTLE.
Assistant Manager—LEOPOLD BONN.
Auditor—GEORGE THOMAS BROOKING.
Bankers—THE LONDON JOINT STOCK BANK, LONDON.

The Capital of the German Bank of London, Limited, is £2,000,000, divided into 200,000 Shares of £10 each: of which 60,000 Shares, representing a capital of £600,000, have been issued, subscribed for, and allotted, and are intended to be fully paid up within six months.

The Bank is established in London, and has no branches on the Continent or abroad. It is now prepared to open business, to negotiate approved securities, and generally to attend to transactions appertaining to Foreign banking business.

Bartholomew House, Bartholomew-lane, London, E C., April, 1871. [6m 1070 June 24

NOTICE.

THE undermentioned Local Insurance Offices are prepared to issue Policies, covering Merchandize by *first-class Steamers to London, via Suez-Canal*, at the following rates of premium.

		with average	*f.p.a.*
From Canton	Tea,	2¼ %	1½ %
„ Macao	Silk,	2 %	1½ %
„ Hongkong	Other Merchandize,	2½ %	1½ %

JARDINE, MATHESON & Co., *General Agents, Canton Insurance Office.*

N. J. EDE, *Secretary, Union Insurance Society of Canton.*

J. KENNARD DAVIS, *Agent, North China Insurance Company.*

RUSSELL & Co., *Agents, Yangtsze Insurance Association of Shanghae.*

AUGUSTINE HEARD & Co., *General Agents, China Traders Insurance Company, Limited.*

WM. PUSTAU & Co., *Agents, China and Japan Marine Insurance Company.*

OLYPHANT & Co., *General Agents, Chinese Insurance Company, Limited.*
tf 872 Hongkong, 18th May, 1871.

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

REDUCTION IN RATES ON CHINESE RISKS.

ON and after the 15th instant, the minimum rate for the insurance against Fire of Chinese Premises in this Colony will be reduced to Two per cent. per annum.
JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Limited.
tf 1997 Hongkong, 14th November, 1870.

CONSULAT DE FRANCE A HONGKONG

DES Soumissions cachetées pour la Fourniture de la FARINE DE FROMENT à effectuer à Saigon, pendant l'année 1872-73, pour le service des Subsistances de la Marine, seront reçues au Consulat de France jusqu' au 15 Décembre 1871 à 4 P.M. Il sera donné communication du cahier des charges relatif à l'adjudication en la Chancellerie tous les jours de 1 à 2 heures.
Le Gérant du Consulat,
CHS. L. DE LA FOREST.
Hongkong, 28th September, 1871.

FRENCH CONSULATE, HONGKONG.

SEALED TENDERS for the supply of WHEAT FLOUR, to be delivered at Saigon in the course of the year 1872-73 for the Commissariat of the Navy, will be received at the French Consulate up to 4 P.M. of the 15th December. Particulars as to the list of conditions on which the adjudication will be based, will be communicated at the Chancellor's Office, from 1 to 2 P.M. every day.
CH. L. DE LA FOREST.
Acting French Consul.
1662 Hongkong, 28th September, 1871.

FOR SALE, by private contract, the Three first-class GODOWNS situate on Inland lot No. 73, opposite the premises formerly occupied by Messrs. FLETCHER & Co.
For particulars, &c., apply to
TURNER & Co.
tf 534 Hongkong, 29th March, 1871.

NOTICE.

ESTATE OF WILLIAM BALFOUR KINNEAR, Esq., *Deceased.*

ALL persons having claims against the Estate of the late WM. B. KINNEAR, late of Foochow, deceased, are requested to send particulars thereof to the Undersigned, on or before the 1st October next, otherwise such claim will not be admitted. All persons indebted to, or holding funds or property of, the said WM. B. KINNEAR, are requested to communicate as soon as possible with the undersigned.
HENRY LOWCOCK,
Attorney for GEORGE THOMAS KINNEAR, *Sole Executor.*
tf 1454 Hongkong, 26th August, 1871.

WANTED.

BY a Young German, a situation as Book-keeper, assistant Book-keeper, or Clerk, in a Mercantile Office in Hongkong, or any other Port on the Coast of China. Address C. M., *Daily Press* Office.
tf 1678 Hongkong, 2nd October, 1871.

Notices of Firms.

I HAVE this day established myself at this port as GENERAL COMMISSION AGENT.
Office:—16, Bank Buildings, Queen's Road.
C. R. MEUSER.
1m 1788 Hongkong, 16th October, 1871.

NOTICE.

THE business hitherto carried on at this place under the style of HAUSCHILD & SORNSEN having been amalgamated with our own, both Mr. L. HAUSCHILD and Mr. F. SÖRNSEN have this day been admitted partners in our firm, which in future will consist of
MR. WM. G. HALE.
„ J. G. CASWELL.
„ L. HAUSCHILD.
„ F. SORNSEN.
WM. G. HALE & Co.
tf 1744 Saigon, 1st October, 1871.

MR. THOMAS PICKERING DROWN is a partner in my business from this day, which will in future be conducted under the Style or Firm of E. VINCENT & Co.
E. VINCENT.
tf 1676 Swatow, 2nd October, 1871.

THE interest and responsibility of Mr. J. DEFRIES in our firm ceased from this date.
E. ESTARICO & Co.
tf 1553 Hongkong, 1st September, 1871.

NOTICE.

MR. WILLIAM HENRY MOORE and MR. OTTO FRIEDRICH, have this day been admitted partners in our firm.
LAMMERT, ATKINSON & Co.
tf 1258 Hongkong, 30th June, 1870.

NOTICE.

MR. WILLIAM ABBOTT TURNBULL is authorised to sign our firm from this date.
BIRLEY, WORTHINGTON & Co.
tf 829 Shanghai, 1st May, 1871.

THE interest and responsibility of Mr. J. A. KOCK in our firm, ceased on the 28th of July by mutual consent, and we shall carry on our business, as hitherto, under the same style.
J. SMITH & Co.
tf 1410 Chefoo, 6th August, 1871.

THE Undersigned having this day entered into partnership as Merchants and Commission Agents, will conduct their business under the name and style of NORTON, LYALL & Co.
EDWARD NORTON.
ROBERT LYALL.
tf 1 Hongkong, 1st January, 1871.

THE Undersigned have to-day established at this place a GENERAL COMMISSION and AGENCY BUSINESS, in connection with a Steam Rice-Mill, under the style and firm of
WINDSOR, REDLICH & Co.
DANIEL T. WINDSOR.
ALEXIS REDLICH.
Bangkok, Siam, 15th August, 1871. [3m 1388

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.
No charge for Policy fees.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 5th April, 1871. [tf 385

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1870.

SHAREHOLDERS in the above Company are requested to furnish the undersigned with a List of their contributions for the year ending 31st December last, in order that the distribution of 20 % of the nett profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.
JARDINE, MATHESON & Co.,
General Managers.
tf 1310 Hongkong, 1st August, 1871.

COAST OF CHINA.

NOTICE TO MARINERS.

CHAPEL ISLAND LIGHTHOUSE.

ON or about the 15th of November next, the Chapel Island Light will be lighted.
The apparatus is of the First Order, shewing all round the horizon a Fixed White Light varied by Flashes at intervals of half a minute. The centre of the light is 227 feet above High water, and in clear weather it will be visible 22 nautical miles. The lighthouse is 63 feet in height from base to vane. The tower will be painted black, and the Lightkeepers' dwellings and surrounding wall will be painted white.
(Signed) A. M. BISBEE,
Divisional Inspector.
Harbour Master's Office,
Amoy, 20th October, 1871. [tf 1833

NOTICE OF REMOVAL.

ROSE & Co. have temporarily REMOVED their Business Premises from the Corner of Pottinger and Wellington to that of D'Aguilar and Wellington Streets, opposite Club Chambers, the Premises formerly occupied by Mr. A. BOYER.
tf 1532 Hongkong, 7th September, 1871.

THE TOURIST'S GUIDE—REDUCED PRICE $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.
Also a few copies of the GRAMMAR of the Chinese Language, in two Parts
The Daily Press Office.

TAKASIMA COLLIERY, NAGASAKI.

THE Undersigned are prepared to supply Coals from the Takasima Colliery (8 foot seam), in quantities as required, to be delivered on board ship in this Harbor.
Note.—The Specific Gravity of Takasima Coal is 1.245, it contains 82.07 per cent. of Carbon, and is admitted to be fully equal to the best English North Country Coal for steaming and all other purposes.
GLOVER & Co.
Agent in Hongkong,
NORTON, LYALL & Co.
tf 1951 Nagasaki, Japan, October, 1870.

IT is hereby notified that the interest, and connexion of Messrs. LO WING CHOON and LO YÜ YOW, with the undersigned firm ceased from the 1st of May, 1871, and that the undersigned will not hold himself RESPONSIBLE for any debts, whatever contracted by the said LO WING CHOON and LO YÜ YOW of the TYE SENG HOE.
LO KEE SENG.
6m 1399 Singapore, 1st August, 1871.

GEORGE GLASSE.
(FIVE YEARS MANAGER TO KINSFORD & Co., PICCADILLY, LONDON, AND 28, PLACE VENDOME, PARIS),
ENGLISH AND FOREIGN CHEMIST
VICTORIA DISPENSARY,
HONGKONG AND YOKOHAMA.
SHIPS' MEDICINE-CHESTS SUPPLIED AND REFITTED.
tf 2036 Hongkong, 3rd September, 1867.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. Tennent, Glasgow, and Messrs. David Corsar & Sons Arbroath.
ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

Auctions.

PUBLIC AUCTION.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, at Messrs. RUSSELL & Co.'s Godowns, Wanchi,
THIS DAY,
the 2nd November, 1871, at noon,—
(*On account of the concerned,*)
About 8,000 feet Dunnage LUMBER.
„ 4,000 „ do. do.
2 Cords RED WOOD (Firewood).
A quantity of Old MATS.
Also,
25 Barrels Portland CEMENT.
1857 Hongkong, 30th October, 1871.

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction,
THIS DAY,
the 2nd November, 1871, at noon,
At his Sales Rooms, Queen's Road,—
Cases each 8 boxes American TOBACCO.
Barrels SALMON and COD FISH.
California BUTTER, in Casks.
Barrels ROSIN.
„ American PORK.
Tierces Australian BEEF.
Boxes Condensed MILK, Eagle Brand.
„ White Bar SOAP.
„ Golden Yellow SOAP.
276 Bags Cotton SEEDS.
RUGS, White Cotton SOCKS, White FLANNEL, Note PAPER, ENVELOPES, SEALING WAX, &c.
And.
(*For account of the concerned*),
50 Bolts CANVAS and DUCK.
And Sundry other GOODS.
TERMS OF SALE.—Cash before delivery in Mexican dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
1878 Hongkong, 1st November, 1871.

PUBLIC AUCTION.

DA SILVA & Co. have received instructions to sell by Public Auction,
THIS DAY,
the 2nd November, 1871,
(*Under Distraint for Rent,*)
At the Residence of Mr. JOSEPH TINAWAY, No. 1, Elgin Street,—
HOUSEHOLD FURNITURE, &c., &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
1865 Hongkong, 31st October, 1871.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sales' Room, *Queen's Road,*
TO-MORROW,
the 3rd November, 1871, at noon,—
Mango, Cashmere, and Lucknow CHUTNIES, Curry PASTE and POWDER, VINEGAR, Lemon SYRUP, Preserved BEEF, Fresh HERRINGS, SALMON, TOMATOES, FLANNEL, Blue and Black CLOTH, Crimson REP, Black NECKTIES, Electro-plated TEA SETS, RAZORS, Key RINGS, Brass PADLOCKS, ENGRAVINGS.
Also,
An Assortment of Japanese GOODS, comprising CABINETS, Glove BOXES, FANS, STUDS, PAINTINGS, and 1 SWORD.
And,
Bass's PALE ALE in quarts and pints, CHAMPAGNE, BRANDY, 38 Boxes CIGARS.
1 Photographic APPARATUS.
2 Cases Sharp's RIFLES.
And
(*For account of the concerned*),
1 Large CAMERA, 1 Copper-plate PRESS.
1886 Hongkong, 2nd November, 1871.

STEAM YACHT *EARLY BIRD.*

THE above Vessel is open to hire for EXCURSION TRIPS.
For Terms, apply to
J. S. HOOK, SON & Co.
1m 1832 Hongkong, 25th October, 1871.

SEALED TENDERS (in duplicate), Marked "Tenders for renewing the Roof to Verandah, &c., A Block, Officers' Quarters, Murray Barracks;"
And,
"Tender for Erecting a new Store in the Arsenal Yard;" will be received at this Office up to noon of the 7th November, from persons desirous of Contracting for the execution of the said work.
Separate Tenders must be submitted for each Contract.
Plans, &c., can be seen, and all further information obtained at the Royal Engineer Office, Queen's Road, up to the 4th proximo, between the hours of 10 A.M. and 3 P.M. daily (Sunday excepted).
No Tender will be recognised unless the person making it shall have previously registered his name at the Royal Engineer Office.
C. K. CLEEVE,
Assistant Controller.
Control Office,
Hongkong, 30th October, 1871. [6d 1856

NOTICE.

MY present Manager of my Firm here, Mr. FUTTIALLY MOTABHOY, being about to return to Bombay, Mr. CASSUMJEE GOOLAMHOOSAIN will succeed him in my business. Parties having unsettled accounts with me here, will please send in for adjustment up to the 10th of November next.
FUTTABHOY AMUJEE.
4d 1850 Hongkong, 27th October, 1871.

NOTICE

MESSRS. L. FRICKEL & CO TEMPORARY ENTRANCE
tf 1668] *ON THE PRAYA* [Sept. 30

DENT & CO.'S ESTATE.

A FOURTH DIVIDEND of Two per cent. on all Claims against the above Estate admitted by the Trustees, will be paid at their Office, No. 7, Pedder's Hill, on the First Day of August next.
tf 1100 Hongkong, 27th June, 1871.

NOTIFICATION.

NIUCHUANG LIGHTSHIP.

NOTICE is hereby given, that the Lightship "*Niuchuang*" will be REMOVED from her position on the Bar at the entrance to the Liau River, after the 31st October next.
T. G. LUSON,
Commissioner of Customs.
Custom House,
Niuchuang, 30th September, 1871. [1m 1829

EDUCATION IN GERMANY,
FRANKFORT-MAYNE.
PRINCIPAL—DR. LOUIS GEISOW,
Assisted by 18 duly qualified teachers, who reside on the premises.

THIS establishment works under the supervision of the Prussian Ministry of Public Instruction.
Young gentlemen between six and eighteen years prepared for the universities, Civil and Military Services, and Commercial Pursuits. For prospectus, stating terms and giving full particulars, apply at the Office of this Paper. [1m 1759

FOR SALE.

500 CASKS best PORTLAND CEMENT.
Apply to
FREDERIC DEGENAER.
2m 1541 Hongkong, 8th September, 1871.

ORIENTAL HOTEL BOWLING ALLEYS.

Proprietor—J. BAYNES.

Wines and Spirits of the best quality only.
tf 1726 Hongkong, 11th October, 1871.

Intimations.

UNDER THE PATRONAGE OF HIS EXCELLENCY THE LIEUT.-GOVERNOR, MAJOR-GENERAL WHITFEILD.

THE EUREKA TROUPE beg to announce that a
SPECIAL PERFORMANCE
will be given at the
CITY HALL THEATRE,
ON
TUESDAY NEXT, NOVEMBER 7TH.

By kind permission of Col. NORMAN, the Band of H. M.'s 10th Regiment will be in attendance, and play various selections during the evening.

For full particulars see future announcements.
1881 Hongkong, 2nd November, 1871.

VICTORIA REGATTA CLUB.

THE Eighteenth Annual Regatta will take place on the 22nd and 23rd November next.
Gentlemen who are desirous of joining this Club are requested to send in their names to the undersigned.
H. J. H. TRIPP,
Hon. Secretary.
tf 1589 Hongkong, 18th September, 1871.

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the DOCK COMPANY'S ESTABLISHMENTS at the above Port afford every facility, at moderate charges, for
REPAIRING AND SPARRING VESSELS
AND
CLEANING AND PAINTING IRON SHIPS AND STEAMERS.

THEIR LARGE GRANITE DOCK,
Has 286 feet length on the blocks, and at average spring tides can receive Vessels of 16 to 17 feet draught. It has a
CAISSON GATE, AND POWERFUL CENTRIFUGAL STEAM-PUMP,
And an Engineers' work-shop fitted with Lathes and Tools, driven by steam. Iron and Brass Foundries, Boiler-makers' shop, a large Smithy, and Carpenters' and Boat-builders' sheds. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, Vessels drawing 12 feet.

Spars, Timber, and other Dock-yard material kept in stock.

Quarters for Officers, and a DRY GODOWN or STORES, of Vessels under repair.
tf 2317 Amoy, December, 1868.

FOOCHOW DOCK.

RIVER MIN.

THE above granite floored DOCK, of the following Dimensions, viz.: Length, 300 feet, Breadth at Bottom, 40 feet, is capable of receiving Vessels drawing 13 to 16 feet, as the state of the Tides will allow. The Dock runs dry to the Blocks and is pumped out by Steam.
The above premises comprise a large Machine-Shop, containing a
WITHWORTH'S 12-INCH SCREW-CUTTING GAP LATHE,
DRILLING AND SCREWING MACHINES,
A LARGE SMITHY, &c., &c., &c.
Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large Stock of Woods, Metal, &c., &c., always on hand.
The Dock Steam Tug *Woosung* is available at all times to tow vessels to or from Sea, at current rates, on application to
J. S. LAMONT,
Superintendent.
The list of Charges for lighting or remetaling vessels can be obtained from
Messrs. NORTON, LYALL & Co., Hongkong:
Messrs. LANE CRAWFORD & Co., Shanghai.
tf 876 May 3

SADDLERY.

AT COST PRICE.—A General ASSORTMENT from the
BEST LONDON HOUSES.
Also.
Driving and Riding WHIPS.
BONNETT & Co.,
26, *Queen's Road,*
Hongkong.
3m 1680 Hongkong, October 2nd, 1871.

FOR SALE, EX "NEW ARRIVALS."

AN INVOICE of first quality Hoth's RUSSIAN ROPE, consisting of:—
4 stranded ROPE, from 7½-inches downwards.
3 „ „ „ 3½ „ „
BOLT ROPE, „ 5½ „ „
RATTLINE-STUFF, HOUSE-LINE, MARLINE, HAMBROLINE, 2 and 3 YARN SPUNYARN.

Best English-made White LINES, viz.: Hand Lead LINES, Signal HALYARDS, LOG-LINES, Fishing LINES.

PUMP and Rigging LEATHER.

Copper TACKS, Copper Boat NAILS and BURRS.

India Rubber PACKING.

Canvas HOSE.

Brown Tarred SHEATHING FELT.

Peacock's Patent COMPOSITION.

SOFT SOAP, for Engine purposes.

Wire Tube BRUSHES, assorted sizes.
Paint BRUSHES, do.

White Brothers' best Portland CEMENT.

KEROSINE OIL.
At LAMMERT, ATKINSON & Co.
tf 1169 Hongkong, 10th July, 1871.

CANTON RACES.

THE above will take place at Honam, on THURSDAY, the 14th, and FRIDAY, the 15th December, 1871.
WESTON GIBSON.
Clerk of the Course.
1m 1712 Canton, 6th October, 1871.

NOTICE.

YOW TO, who was our Manager, has ceased to be in our employ since the end of the 8th month, and in future all orders for purchases of goods must be signed by YOW PAK.
CHUNG MOW TYE.
No. 68, Wellington Street,
1m 1772 Hongkong, 17th October, 1871.

A. MILLAR & CO.
HOUSE, SHIP, AND STEAMBOAT PLUMBERS.
COPPERSMITHS & BRASSFOUNDERS.
No. 1, Queen's Road East and Nullah Lane,
Opposite H.M. Naval Dock Yard.
tf 387 Hongkong, 1st March, 1871.

NOTICE.

THE undersigned are prepared to SUPPLY STEAMERS with good CARDIFF COAL at $12 per Ton, delivered alongside.
TAN KEN SENG & BROS.
tf 1470 Saigon, August, 1871.

Intimations.

CONCERT
IN AID OF THE FUND FOR THE SUFFERERS BY THE GREAT FIRE AT CHICAGO.

A CONCERT in aid of the above Fund, will be given by the
DEUTSCHE LIEDERTUFEL,
With the assistance of several Ladies who have kindly promised their aid,
IN THE
ST. ANDREW'S HALL,
CITY HALL,
ON
SATURDAY EVENING,
the 4th November, 1871.

PROGRAMMES will be issued at the Doors on the evening of the Concert.
Doors open at 8.30, Concert to commence at 9 o'clock precisely.
Tickets, Price $3, may be obtained of Messrs. LANE, CRAWFORD & Co., Messrs. GAUPP & Co., and at the Doors on the evening of Performance.
1880 Hongkong, 1st November, 1871.

THE HONGKONG PIER AND GODOWN COMPANY, LIMITED.

NOTICE.

THE SECOND CALL of TWENTY-FIVE DOLLARS per Share on the Shares of the above named Company, is payable on the Fifteenth day of November, 1871, at the HONGKONG AND SHANGHAI BANKING CORPORATION, where receipts will be granted for the same.
Interest at the rate of Twelve (12) per centum per Annum will be charged on all Calls unpaid on the 15th day of November.
N. B. DENNYS,
Acting Secretary.
7, Pedder's Hill,
1813 Hongkong, 20th October, 1871.

THE GLOBE MARINE INSURANCE COMPANY, (LIMITED).

SUBSCRIBED CAPITAL, £500,000, IN 25,000 SHARES OF £20 EACH.

CAPITAL PAID-UP, £100,000.

THE Company combines with all the usual advantages of other well-managed Marine Insurance Companies, distinctive features, which offer special inducements to Insurers. The Company's Articles of Association provide that Insurers shall have a Substantial Share in the profits of the business. Whenever the net profits in any year shall have sufficed to pay the Shareholders a dividend of 10 per cent. on their paid-up Capital, 25 per cent. of the surplus is to be distributed pro rata amongst such of the Insurers as have paid during the year £500 and upwards in premiums.
The Undersigned, having been appointed agents in China for the above Company, are prepared to grant policies covering marine risks at current rates.
SIEMSSEN & Co.
3m 1567 Hongkong, 14th September, 1871.

PRIVATE APARTMENTS.

MR. W. E. ROGERS having leased the LUSITANO CLUB BUILDING, is desirous of obtaining a few BOARDERS, having several suites of WELL FURNISHED ROOMS unoccupied. The Apartments can be had with or without Board. Apply as above.
1758 Hongkong, 14th October, 1871.

MR. ALFRED SINGER, *TEACHER OF THE PIANOFORTE,*
IS prepared to take a limited number of Pupils during his stay in Hongkong. For particulars, apply by letter, CLUB LUSITANO BUILDING.
1m 1767 Hongkong, 16th October, 1871.

TEN DOLLARS REWARD.
LOST,
TUESDAY EVENING, between the Club and the Hotel, four Chubb's KEYS on a gold split ring. The finder bringing same to the Manager at the Hongkong Hotel will receive Ten Dollars reward.
tf 1843 Hongkong, 27th October, 1871.

BOARD and LODGING for a Single Gentleman, quite private; apply at No. 59, Wyndham Street.
tf 1520 Hongkong, 6th September, 1871.

DENTISTRY
BY
V. D. COLLINS, D.D.S.,
No. 7, Arbuthnot Road,
HONGKONG.
tf 1219 Hongkong, 17th July, 1871.

TO LET,
(*With possession on or about the 1st January, 1872*).
THE PREMISES in Wyndham Street, now occupied by the "German Club." Water and Gas laid on. Apply to
WILSON & SALWAY,
Architects, &c.
tf 1846 Hongkong, 27th October, 1871.

TO LET.
THE Two Commodious 8 Roomed HOUSES, known as 1 and 2, Westbourne Villas, and situated on the Caine Road, Stabling, Flower and Kitchen Gardens. Gas and Water laid on. Apply to
RAWLING, MEDLEN & Co.
1251 Hongkong, 24th July, 1871.

TO LET.
THE East half of the "Hermitage" on Caine Road, formerly occupied by T. G. HAYLLAR, Esq. Possession on 1st November. Apply to
RUSSELL & Co.
1m 1763 Hongkong, 14th October, 1871.

TO LET,
With immediate possession.
THE Ground-floor of our PREMISES facing Queen's Road.
SANDER & Co.
tf 1505 Hongkong, 5th September, 1871.

HOUSES TO LET.
IN various Parts of Hongkong. A list of HOUSES with *size, locality* and *terms* can be seen at No. 47, *Wyndham Street.*
THOS. W. BARRINGTON.
tf 642 Hongkong, 11th March, 1867.

TO LET,
With possession early in April.
THAT very desirable RESIDENCE, Glenseskin House, now in the occupation of the Hon. J. PAUNCEFOTE.
For particulars, apply to
ROB. S. WALKER & Co.
tf 434 Hongkong, 10th March, 1871.

TO LET,
THREE first-class two story GODOWNS, situate on Inland lot No. 73, opposite Fletcher & Co.'s old premises, at present in occupation of the Military.
Possession can be had early in February.
Apply to
TURNER & Co.
tf 183 Hongkong, 30th January, 1871.

TO LET,
(*With possession on 1st January, 1871*).
THAT very desirable BUNGALOW, situate at *Pokfoolum,* and known as "BELMONT," at present in the occupation of J. MENKE, Esq. Bowling Alley, Coach House, 4-stalled Stable, &c., attached. Water laid on. Apply to
GILMAN & Co.
tf 2192 Hongkong, 17th December, 1870.

TO LET.
FIRST-CLASS Granite GODOWNS, at Wanchi. Apply to
ROB. S. WALKER & Co.
tf 41 Hongkong, 9th January, 1871.

TO LET.
FIRST-CLASS Granite GODOWNS, at *Wanchai,* from 12 to 30,000 piculs capacity. Apply to
S. E. BURROWS & SONS.
tf 1790 Hongkong, 17th September, 1869.

Intimations.

LUSITANO THEATRE.
Manager............MR. W. E. ROGERS.
EUREKA VARIETY TROUPE.
THIS EVENING, NOVEMBER 2ND.
ANOTHER NEW BURLESQUE.
First Night of Byron's Great Burlesque,
THE MAID AND THE MAGPIE;
OR, THE FATAL SPOON,
Arranged and adapted by Mr. E. D. HAYGARTH.
New Locals and Three New Local Songs by Mr. JOSEPH SMALL.
First Appearance of
MR. J. CALDWELL,
The Great Guitar Soloist.
First time of an Original Song, entitled,
THE UNLUCKY SKIPPER;
OR, CAUGHT IN A TYPHOON,
Written and Sung by Mr. JOSEPH SMALL
THE BLONDE THAT NEVER DYES,
MISS NELLIE HOSMER.
For full particulars see small bills.
Doors open at 8, commence at 9 o'clock.
1869 Hongkong, 1st November, 1871.

FOR SWATOW.

THE American Steamer
"LUZON,"
C. C. Williams, Commander, will leave for the above port TO-DAY, the 2nd instant, at noon, instead of the time previously notified.
Mails will close at 10 A.M.
For Freight or Passage, apply to
BOURJAU, HUBENER & Co.
1887 Hongkong, 2nd November, 1871.

FOR SWATOW, AMOY, AND FOOCHOW.

THE departure of the Steamship
"KWANG-TUNG,"
for the above Ports, is POSTPONED till TO-MORROW, the 3rd instant, at noon.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
2d 1882 Hongkong 2nd November, 1871.

FOR SAIGON.

THE Steamship
"ALEXANDRE LAVALLEY,"
Longin, Master, will be despatched for the above port on SATURDAY, the 4th instant, at 4 P.M.
For Freight or Passage, apply to
FREDERIC DEGENAER.
3d 1883 Hongkong, 2nd November, 1871.

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s steamship
"ELLORA,"
will leave for the above place shortly after the arrival of the next English Mail.
A. McIVER, *Superintendent.*
P. & O. S. N. Co.'s Office,
Hongkong, 2nd November, 1871. [tf 1884

FOR FREIGHT OR CHARTER.

THE A 1 British ship
"ILIONE,"
742 Tons Register, Captain Thomas Rapson.
Applications to be made to
BIRLEY & Co.,
Agents.
tf 1885 Hongkong, 2nd November, 1871.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

IT is hereby notified that on and after this date no fee will be charged on Policies issued by the Company.
JARDINE, MATHESON & Co.,
General Managers.
1m 1875 Hongkong, 1st November, 1871.

NOTICE.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

FROM this date, there will be no fee charged for Policies issued by this Company.
AUGUSTINE HEARD & Co.,
Secretaries.
tf 1877 Hongkong, 1st November, 1871.

NOTICE.

THE HONGKONG HOTEL COMPANY, LIMITED, having leased the HONGKONG HOTEL to LEE AFONG from the 1st day of November, 1871, will not be RESPONSIBLE for any Contracts entered into by him, nor for any Goods supplied to him or his order.
By order,
For the Hongkong Hotel Co., Limited.
ED. BAKER,
Secretary.
tf 1879 Hongkong, 31st October, 1871.

WANTED.

A STEWARD for the HONGKONG HOTEL. Apply to
THE MANAGER.
N.B.—None but superior men, with unexceptionable references, need apply.
tf 1876 Hongkong, 1s November, 1871.

A HANDSOME PHAETON with hood, suitable for Single Horse or a Pair.
Very fine Manila CIGARS, per box or per case.
LANE, CRAWFORD & Co.
tf 1414 Hongkong, 21st August, 1871.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.
Successor to RODMOND GIBBONS & Co.,
Sold Agents for:
Winchester Repeating Arms and Ammunition, Du Pont's Blasting and Sporting Powder, Lake Superior and Pacific Fuse Company's Eagle Safety Fuse. [1y 589 April 6

WANTED.

A SITUATION in a Mercantile Office or Bank at any of the Ports of China, Shanghai or Yokohama preferable, by one who has great experience as a Book-keeper; writes a good hand, and can undertake corresponding on business matters.
Apply to E. V. C., care of the Editor of the *Daily Press.*
tf 1708 Hongkong, 6th October, 1871.

Notices to Consignees.

S. S. *CHINA*, FROM CALCUTTA, PENANG, AND SINGAPORE.

CONSIGNEES of Cargo by the above steamer are requested to send in their Bills of Lading to the undersigned for countersignature as early as possible, and to take immediate delivery of their Goods, failing which the same will be landed and stored at their risk and expense.
DAVID SASSOON, SONS & Co
7d 1872 Hongkong, 1st November, 1871.

BRITISH STEAMER *ODESSA*, FROM LONDON AND SINGAPORE.

CONSIGNEES of Cargo by the above steamer are requested to send in their Bills of Lading for countersignature to the undersigned, and to take immediate delivery of their Goods.
Cargo impeding the discharge of the steamer will be landed and stored at Consignees' risk and expense.
Optional cargo will be forwarded to Shanghai, unless notice by the Consignees, requesting the same to be landed, is given before 5 P.M. TO-DAY.
WM. PUSTAU & Co.,
Agents.
tf 1860 Hongkong, 30th October, 1871.

BRITISH STEAMER *LORD OF THE ISLES*, FROM LONDON, &c.

CONSIGNEES of Cargo by the above Steamer are hereby notified that their Goods are being discharged, landed, and stored, at their risk, into the Godowns of Messrs. NORTON, LYALL & Co., whence delivery may be obtained. Goods remaining in store after the 6th proximo will be subject to rent.
Optional Cargo will be forwarded on, unless intimation is received before 2 o'clock TO-DAY, from the Owners, requiring them to be landed here.
Consignees are requested to send in their Bills of Lading for countersignature to
GILMAN & Co.,
Agents.
7d 1851 Hongkong, 28th October, 1871.

The delivery of the *Daily Press* from this office commenced on Wednesday morning at 8.10, and the last messengers left the office at 8 30.

The Daily Press

HONGKONG, NOVEMBER 2ND, 1871.

THE remarks made by MR. WADE concerning the Opium traffic in the portion of his memorandum which is reproduced to-day, are of great interest, as showing that the present Minister adopted a very much broader and more statesman-like view of this matter than did SIR RUTHERFORD ALCOCK. Some allowance has of course to be made for the difference between preparing a memorandum and conducting negotiations; as it is easy to be more progressive in views than it is possible to be in action. Much that might be suggested by MR. WADE, SIR RUTHERFORD ALCOCK might find it possible to induce the Chinese to accept, and it would be wrong to condemn him simply on the ground that he did not do all that had been proposed. But we are justified in feeling disappointed when we know, as we do from the views which he expressed, that his ideas did not go much further than his acts. When arguing in Hongkong in favour of the increased duty on Opium, he never for a moment raised the question whether if we consented to a larger tariff rate, we might not in return reasonably demand that the inland taxes should be reduced and the article placed upon the same footing as other commodities. This would assuredly have been a reasonable request, and it was the logical conclusion to which the demand for increased duties on the part of the Chinese lead, as by that action they admitted the subject to be merely a fiscal question and threw over all those *quasi* moral considerations which had induced Lord ELGIN to abstain from demanding the protection of the transit dues clauses for Opium. It was this which more than anything else caused the merchants in Hongkong and Shanghai to feel dissatisfied with the proposal which Sir RUTHERFORD made that the import duty should be doubled. He backed this proposition by the vapid argument that unless we gave in to the demand of the Chinese in this direction, they would take steps to put down the trade in foreign Opium altogether, by means of a system of differential duties greatly favouring the native product. No doubt there were grounds to fear such action on the part of the Chinese, but if we consented to pay more import duty on this account it was clearly reasonable to demand that they should limit their power of taxing the drug in the country, and place it upon the same footing as other cargo. But this did not seem to occur to Sir RUTHERFORD, notwithstanding that he pointed out that, as compared with the total amount of duty levied, the extra Tls. 30 would be a mere drop in the Ocean. It is somewhat striking now to discover that Mr. WADE treated this very point with great clearness and ability in the memorandum which formed the basis of Sir RUTHERFORD ALCOCK's futile negotiations. "After ten years' experience," says Mr. WADE, "I am of opinion that the consumer will be morally none the worse off, if we do become carriers of the Opium inland; the whole stock we bring is unfortunately sure of a sale; but the freedom left to the native authority to tax the drug *in transitu* at what rate he pleases, has been without doubt abused; the inland duty has been raised at times to double the tariff duty, and the weight of the impost and the uncertainty of its variation are distressing to the native Traders, and through him injurious to our Trade." Such were the views expressed by Mr. WADE; and yet Sir RUTHERFORD ALCOCK could talk of nothing but the desirability of increasing the import duty, and said not a single word as to the adoption of measures for preventing the abuses leading to direct injury to our trade, which Mr. WADE had been careful to point out to him. "It would pay us," Mr. WADE says, "to allow a more liberal rate of tariff duty or transit dues, or both, were this made the condition of a right to carry opium inland;" and this in Sir RUTHERFORD ALCOCK's mouth becomes, "We had better pay an extra Tls. 30 Import Duty, because if we do not the Chinese will levy heavier and more irregular inland taxes than ever." The view which Mr. WADE suggested is precisely that which was adopted by mercantile men both here and at the ports; and it may be hoped that it will yet be carried out. The merchants have been blamed in the home papers, who were ignorant of the real state of the case, for not being willing to have the extra amount of duty imposed; but we are confident they will not have any such objection, if in return the inland taxes be regulated, and foreigners be permitted, as Mr. WADE suggests, to become carriers of Opium into the interior. Without sympathising with the Opium traffic, Mr. WADE justly observes that it has the merit of acting to China as the pioneer to all other traffic that may be practicable. The reason for this is simply that it being easy to smuggle in on account of its large value as compared with its bulk, Opium is the only article that can slip through the grating of barrier and local dues, which keeps all other traffic in foreign goods out of the country. This is the sole reason why foreigners traded in Opium before they were able to do so in piece goods and other more desirable articles.

We understand that Admiral Sir H. Kellett will endeavour to leave this port for Singapore, in order to receive the new Admiral, on Monday next, should the *Ocean* be ready for the passage. The rumours of her unsatisfactory condition appear to have originated in some fertile brain fond of creating an excitement, as the extent of her repairs seems to be mostly confined to the re-packing of her ports, her machinery and other parts requiring but slight repairs, considering her lengthened cruise and running in the North. She has at the present time the whole of her provisions, &c., on board in readiness, should the repairs be finished, but it is expected she will not be ready at the time named, the staff at the Naval Yard being limited, and the extensive repairs required by the *Salamis* causing a division of labour.

LATE TELEGRAM.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

The following telegram was issued as an "Extra" at noon yesterday:—

LONDON, 28th October, 1871.

Disastrous forest fires have taken place in Wisconsin and Michigan, with great loss of life.

It is asserted that Napoleon winters in Malta.

Mr. Boutwell has ordered the schooner *Horton*, seized by the Canadians for a breach of the fishery laws, to remain at Gloucester, pending action of the Canadians.

PRESENTATION TO MR. C. F. A. SANGSTER.

As mentioned yesterday, the Choir of St. John's Cathedral presented Mr. Sangster with a silver tankard, accompanied by the address which was published in our last. The ceremony of presentation took place yesterday morning on board the *Emeu*. Mr. L. H. Moorsom read the address, which Mr. Sangster had been prepared for, and replied to as under, though he was too much affected to read his own reply:—

TO THE CHORISTERS OF ST. JOHN'S CATHEDRAL CHOIR.

MY DEAR FRIENDS,—I cannot sufficiently express the great pleasure and heart-felt gratification I experience on receiving the exceedingly kind letter and testimonial with which you have this morning presented me.

I am happy indeed to find that after my long connection with you all, I leave this, temporarily, with the knowledge that my endeavours to conduct the musical services of the Church have given the satisfaction so kindly expressed in your letter, and I regret that the short time remaining to me before I embark, deprives me of the great pleasure I should have in expressing my feelings more fully. I leave with the earnest hope that we shall all meet again.

Sincerely yours,
CHARLES F. A. SANGSTER.

Hongkong, *All Saint's Day*, 1871.

POLICE INTELLIGENCE.

1st November.

BEFORE J. RUSSELL, ESQ.,

A DISORDERLY PUBLICAN.

On the night of the 30th ultimo, William Gardner, keeper of the Hamburg Tavern, Queen's Road, gave a dinner, consequently a great number of chairs accumulated round the door, there being more chairs than there were guests, and in consequence they created a disturbance. Charles Tonkin, P. C. on the beat, told the Indian constable to drive them away, and he then went along the road, but had not got far when he heard a still greater noise. He went back and found Mr. Gardner's guests were going away. Gardner stood at the door, and he called to the constable, and asked what was the matter; when he was told there were a too many chairs, and they were making a disturbance. The defendant then shouted in a loud voice, that "he saw no chair," and ran about the street shouting. Defendant then went to the constable, saying to him, "If you want me, take me." This he did so often, and bored the constable so, that he did take him up to the station, where the charge was not taken, he being a householder, but advice was given to the constable to take out a summons, which Constable Tonkin did. Mr. Russell gave defendant a severe reprimand, and discharged him.

OBNOXIOUS ODOUR.

Andrew Crownan, P.C. No. 22, summoned Lee-a-poi, occupant of house No. 137, Queen's Road East, for that on the 31st October, he did unlawfully boil paint old, &c., on the public footpath in front of his shop, and thereby obstructed the thoroughfare and created an obnoxious smell, offensive to the public. Defendant had been cautioned about the offence several times, but all to no purpose; so, by way of a warning, Mr. Russell fined him $2, which was paid immediately.

NOISY FESTIVALS.

Robert Clay, P.C. 69, summoned Wong-a-foi, occupant of house No. 250, Queen's Road, in that he did on the 30th October unlawfully keep a noisy and disorderly house after the hour of 9 o'clock at night. Defendant had a permit to carry on a festival till 8 o'clock, and would not shut it up, although desired by the constable, till 9.30 p.m.; he was therefore fined $1.

HAWKING WITHOUT LICENCE.

Lum-a-tung and Ho-a-sow were charged with hawking fowls without a licence. When caught, first defendant tried to bribe the constable with 20 cents, but he would not take it. Mr. Russell fined the first defendant $3, and the second defendant was discharged.

A NEW WAY OF PAYING DEBTS

William Lowe, a marine on board of H.M.S. *Zebra*, with four others, went into a coffee shop, and ordered coffee all round; the other four then went away, and the defendant was left to pay for it. After he had finished, payment was asked, which the shopman received in the shape of a cup at his head; that not being sufficient payment, defendant drew out of his pocket a bottle of Old Tom, and battered that about complainant's head. He was then given in charge. Mr. Russell fined him 50 cents; and ordered him to make amends 50 cents to the shopman.

DRUNKS.

Josiah Burns, seaman on board H.M.S. *Ocean*, and Robert Reel, seaman on H.M.S. *Hornet*, got so senselessly drunk that they had to be carried up in chairs to the station. Mr. Russell ordered them to make amends, 20 cents each, to the chair coolies.

Thomas Pellow, a seaman unemployed, was fined 25 cents for getting drunk, and George Beddick was fined 50 cents for doing the very same thing, having been up so often on that charge.

INQUEST.

An inquest was held last evening before A. Lister, Esq., Coroner, and a Jury consisting of Messrs. R. D. Starkey, Henry Foss, and Charles Frederick Dormer, on the body of a Chinese named Chan-a-yan, who died in gaol.

Mr. F. Douglas sworn, identified the body as that of a man named Chan-a-yan, who was received into the gaol on the 26th ultimo, charged with larceny and sentenced to six months hard labor. He was immediately sent to hospital, as he looked in an emaciated state, and remained in hospital and was well treated till he died at 4 p.m. on Tuesday last.

Dr. Dodds, Colonial Surgeon, stated that on the 26th Oct. he went to see the prisoner, just admitted; he was then in hospital, and he recognised him as a destitute he had in the Civil Hospital on two occasions. He remained there two or three months at a time; he was suffering from ulceration of the palate, and also from disease of the lungs; it was a very bad case. In the Civil Hospital it was considered an incurable one. He was treated in the gaol hospital as before, and was well taken care of in his diet. He did not when he saw him on Tuesday think he would live the day out.

A nurse in the hospital, named Lo-a-cheong, stated he knew the deceased; he had seen him five minutes before he died. Deceased told witness at 3 p.m. that he would not live out the day. He saw him again at 3.30 p.m. He gave him milk, but he could not drink it; he then saw he was dying, and he went again at five minutes to four, and stayed till he died. Deceased had been in hospital service seven months.

Verdict died from natural causes.

Before commencing the case, the Coroner stated he wished to notice a remark made in one of the papers as to the last inquest held in the gaol. It was stated to have been held as a matter of form: he objected to the remark both as to general principle and as to the particular instance. That case occupied a most painstaking jury fully two hours, and was anything but a matter of form. He had always regretted seeing jurymen (as they sometimes do) enter on a case in the spirit of being dragged through a stupid legal formality, and on this account alone he made these remarks. It is true that in a gaol so admirably conducted as that in Hongkong, the verdict might generally almost be predicted; but a legal enquiry had nothing to do with jumping at conclusions beforehand. What seemed at first to be the simplest case often presented some unexpected complications or unsatisfactory features, and even when the inquest would appear to have been needless, it is like giving or taking a receipt for money, a ceremony, the omission of which you may afterwards very much regret.

NOTHING IN IT.—A certain member, who is not it may be esteemed the wisest man in the House, has a frequent custom of shaking his head when another speaks, which, giving offence to a particular person, he complained of the affront; but one who had been long acquainted with him assured the House that it was only an ill habit he had got, for though he would oftentimes shake his head, there was nothing in it.

AN IRISH JUDGE.—A writer in a contemporary mentions the case of a student of Trinity College, tried before Lord Guillamore for a petty theft. The defence was his station in life, his prepossessing appearance, and his family. The judge charged in these words—"Gentlemen of the jury, this is a short issue. The prisoner at the bar is a young gentleman of attractive manners, and irreproachable connection, who stole a pair of silk stockings."

LEGISLATIVE COUNCIL.

November 1st.

The Council met at 2.30 p.m., there being present:—

H. E. the LIEUTENANT-GOVERNOR.
The Hon. the CHIEF-JUSTICE.
The Hon. the COLONIAL SECRETARY.
The Hon. the ACTING ATTORNEY-GENERAL.
The Hon. the ACTING COLONIAL-TREASURER.
The Hon. P. RYRIE.
The Hon. W. KESWICK.
The Hon. R. ROWETT.

The Clerk of the Council having read the minutes of the previous meeting, the Hon. Mr. Ryrie handed in a paper.

The COLONIAL SECRETARY, said that the document would be placed upon the minutes, and he might mention that it would be forwarded to the Secretary of State by the following mail. It was of course very desirable to know whether what had been done was a breach of privilege or not; if it was, it was certainly that which was never intended.

The CHIEF-JUSTICE asked leave to enquire whether it would not at the same time be desirable that the whole question as to the rights, privileges, and duties of members of the Council should not be subjected to review by a Committee, and the result of their deliberations be submitted to the Secretary of State. He would recommend this course, as there was no hurry. The whole matter might thus be referred home, any gentleman who wished to present any particular views could state them, and upon this basis we could obtain a definite code of laws from the only conclusive authority on the subject. The speaker was the oldest member here, and regretted there was occasion even for this; but he knew there was some difficulty, when making suggestions, to decide how they were to be framed so as to bring them before the Colonial Secretary. This was the great object: if any member had a decided opinion on any given subject, he should have the right to submit it to the consideration of the Colonial Secretary. We should then know that there was a constitutional mode of settling all questions.

The COLONIAL SECRETARY said that he might mention that any member has the right to send his opinions to the Secretary of State. All that he had to do was to place them upon record on the minutes. The minutes were always sent to the Secretary of State, and anything of special importance brought to his attention. This was the case when the Chief-Justice stated his opinion on the Gambling and the Police Force. With regard to the position of officials, it was different. They were in the same position that a minister would hold at home, and just as a minister at home who could not support the views of the Prime Minister would not be considered fit to continue in his post, so all the official members were bound to support the Governor, as there could be only one voice.

The CHIEF JUSTICE said that he would, with His Excellency's permission, ask whether those remarks were intended to apply to him. If so, he had to say that he was not, as he understood it, an official in that sense, and he might ask opinions at home.

The ACTING COLONIAL TREASURER said that without wishing to unnecessarily prolong the discussion, he must say it seemed to him objectionable that any document should be placed on the minutes of the Council, which had not been read, and upon which there had not been an opportunity of offering an opinion. He had to apologise to the Chief-Justice for the remarks which he made at the last meeting, when he appeared to take exception to the course adopted in his case. That case was quite different from the present one. The learned and hon. member wished to put a question of Law; but the hon. member opposite (Mr. Ryrie) wished to protest against the action of this government. He would ask His Excellency whether this document and all similar documents should not be read, as he saw nothing in the Queen's instructions to the contrary?

The COLONIAL SECRETARY differed entirely with the Hon. Mr. Smith. The Council had nothing to do with the document. If an hon. member of the Council considered that a question should be discussed and the Governor objected, he had a right to ask that his opinion should be placed upon the minutes; but the statement must be sent in to the Governor, who would decide this point. The speaker contended that no member had the right to hand it to the Clerk of Councils. If there were anything disrespectful to the Council in the statement they could ask to have it expunged; but in no other way could they interfere with anything which a member said in expressing his opinion.

The ACTING COLONIAL TREASURER said he did not consider that any additions should be made to the statement, but that additional remarks on the subject should be appended to it.

The ACTING ATTORNEY-GENERAL observed that if the Hon. Mr. Smith's view were correct, then the protest would go home with greater force than if simply placed upon the minutes. This would pledge the Council to a certain extent to its truth—he did not mean truth in any invidious sense; but it would pledge them to a certain extent; and he thought that the point of great importance.

The COLONIAL SECRETARY said it was not a protest, but a statement.

The ACTING ATTORNEY GENERAL repeated that he thought if it were sent home with the opinions of the Council it would go with more force than it was entitled to—that is, as an individual protest; and he would therefore propose that His Excellency hand it in to be put upon the minutes.

Hon. Mr. RYRIE observed that the minutes of the Council were not published until after they had been read at the next meeting of the Council; and there might be an opportunity of discussing it then.

Hon. Mr. ROWETT said as regarded this individual paper, he would rather see it read and discussed, but he could not but feel that that would have the effect of nullifying the Governor's veto; as when an objection was made to discussing a subject, any member by making a statement could still bring it before the Council.

The ACTING COLONIAL TREASURER said that he did not suggest there should be any voting, but that the Council should know the contents of any document that was to go on the minutes.

The CHIEF-JUSTICE observed that such was certainly not the usual mode of proceeding.

Mr. RYRIE said he would prefer that the document should be read, but he did not wish that anything should be done otherwise than according to rule.

The CHIEF-JUSTICE said that the present course was similar to that which the Attorney-General had somewhat forced upon him; but, looking at the instructions, it did seem as though they might discuss anything, even matters which it would be most improper to discuss before a Chinese Community, if the Governor had not a veto. He accepted the view that the document must be sent in to be placed upon the minutes, as that was the opinion given by Mr. Pauncefote, the responsible Government adviser, to which he felt called upon to bow.

The document was then handed to the Clerk of Councils, and the discussion dropped.

PIER AND GODOWN ORDINANCE.

This Ordinance was then brought forward for the second reading.

The ACTING ATTORNEY-GENERAL said he thought it desirable to state to the Council what was the practice in England with reference to the erection of wharves, and proceeded to explain the 24 and 25 Vic., c. 25, and 29 and 30 Vict., c. 33; which set forth the procedure then requisite, from which it appeared that, before a bill could be passed, the matter had to be referred to the Board of Trade, and the Legislature then proceeded to act upon their report.

Hon. Mr. KESWICK said he had looked at the general bearing of the Ordinance, and had examined the plan; and it appeared to him that if the Ordinance were passed, and the plans were adopted as they were, grievous injury would be done to private interests. The Ordinance would confer privileges which he believed it was not competent to confer on any Company without compensation to injured parties. Besides, the plans were such that the ordinary traffic of the harbour could not be carried on when they should be executed. The openings, he observed, were 25 feet wide, and at high water no passage-boats, on account of the lowness of the pier, could pass without traversing the length from the Praya to the outer portion. The length was to be 1,000 feet, and as he understood there were to be vessels outside that limit, so that boats which might be only a few feet from the Praya would have to go about half a mile to get to the other side. He thought that was an injury which it was not competent even for Government to sanction. If, compensation were given to private individuals, then there would be no question as to the utility of the undertaking. He thought it very desirable that there should be such a pier, but he thought it should be constructed on such principles that private interests should not suffer.

The COLONIAL SECRETARY remarked that if the plans were not such as the Council could approve, they could have them altered.

The ACTING TREASURER observed that as the matter was one of extreme importance to the Colony in general, and to various individuals, it would be very difficult for that Council to decide its details in committee. He would suggest that a Select Committee of the Council be appointed to investigate the whole case. The Directors could put themselves in communication with the committee, and thus some recognised plan might be arrived at which should be satisfactory to the Government and the community at large. He would suggest that the whole question be referred to a committee consisting of the Acting Attorney-General and two other members of the Council.

The COLONIAL SECRETARY said he would prefer a committee of the whole Council, before whom the parties could appear by Counsel.

Hon. Mr. ROWETT thought that would be the best way, so as to have the investigation in open Council.

The CHIEF-JUSTICE said he had compared the Ordinance with the Acts at home on similar matters, and he found that too great and unlimited powers would be conferred upon the Company by this Ordinance. If they followed the course of procedure at home, the Executive, corresponding to the Board of Trade, would have a power of supervision and direction which was not provided by the Ordinance. He would second the proposal of the hon. member if he would consent to an addition to the effect that there be a recommendation to the Select Committee to consider the Ordinance and compare it with the Acts at home, and to advise such provisions as were found necessary at home, so much of them as might be expedient.

Hon. Mr. RYRIE remarked that as far as the scale of charges went there was no fear but that it would regulate itself, as there were so many means of discharging cargo in this harbour. There were at least five or six other piers.

The COLONIAL SECRETARY.—All private ones.

Mr. RYRIE admitted that, but still ships could go to them and discharge. The argument would only apply if there were only one.

Hon. Mr. ROWETT agreed with the Colonial Secretary that the question should come before a Committee of the whole Council.

The ACTING TREASURER thought it would be more convenient to have only two or three members on the Committee, on account of the difficulty of getting a larger number together for a meeting. No time, he thought, should be lost, considering the interests involved, in either carrying out the scheme or putting a stop to it, and there would be very great delay if they had to get together the whole Council every time. As far as publicity was concerned, he would have the Committee room open and let the public attend. It was suggested to him that three unofficial members should be on the committee instead of two, and he saw no reason why that should not be so.

Mr. RYRIE remarked that as regarded private interests he believed the consent of the lot-holders had been obtained.

Mr. KESWICK said he knew at least of one lot on which the lot-holder's sanction had not even been asked.

Mr. RYRIE further urged that if it were any question of the boats having to round the pier in bad weather, the pier itself would be, as was well known, a decided protection against bad weather.

The COLONIAL SECRETARY then moved that a Select Committee be appointed to enquire into the matter, and that it consist of three official and three unofficial members of the Council. The hon. member remarked that he wished to have as many members as possible on the Committee.

The CHIEF-JUSTICE suggested that in that case three should form a quorum.

The COLONIAL SECRETARY agreed to this.

Mr. RYRIE seconded the proposal, which was carried.

The Select Committee, it was understood, would be composed of the Colonial Secretary, the Acting Attorney-General, the Acting Colonial Treasurer, and Messrs. Ryrie, Keswick, and Rowett. It was subsequently arranged that they should meet daily at 2.30 p.m., commencing this day.

JURISDICTION OF COURTS.

The Ordinance to amend Ordinance No. 2 of 1851 then came on for the second reading, and was afterwards committed.

The ACTING COLONIAL TREASURER suggested an amendment in the preamble. With every deference to the learned judge of the Summary Court, he thought it was unnecessary to recite that it had been "held by the Court of Summary Jurisdiction," &c. He thought if that were struck out and the preamble commenced with the second "Whereas," it would be better.

The ACTING ATTORNEY GENERAL said he had put in the clause to explain to the Council and to the Government at home the subject of amending the Ordinance of 1861.

The amendment was agreed to, as also another merely verbal alteration, and the Bill as amended passed.

SUMMARY JURISDICTION AMENDMENT ORDINANCE.

The ACTING ATTORNEY-GENERAL explained the objects of this measure, which came on for the first reading. He had thought it unnecessary to put in a preamble. There were four clauses providing that debts should not be recovered in the Summary Court under certain circumstances. First, if the party sued was under 21 years of age, he should not be liable except for necessaries. Secondly, there should be no recovery of debts for liquors supplied to the value of less than £5 at a time: formerly this was limited to "spirituous" liquors. Then there was a clause providing against another evil, mere boys being sued for expenses incurred at hotels and taverns, where they not only dined themselves but invited others to dine also. And, lastly, there was a clause to prohibit the recovery of debts between one policeman and another, where such debt was incurred when both belonged to the Force.

The CHIEF JUSTICE remarked that when he had been sitting for Mr. Ball, he had received a recommendation of such a suit from one of the Superintendents of Police, apparently with the sanction of the Captain Superintendent; so there would be a difficulty in carrying out this clause.

PREVENTION OF CRIME.

An Ordinance for the better prevention of crime within the Colony was then laid on the table and read a first time.

The ACTING ATTORNEY-GENERAL explained that this was in substance the Habitual Criminals Act of 1869. He thought all the members present would agree with him that such a measure was very desirable in this Colony. It provided against convicts being at large without licences, and also for the registration of criminals. Moreover a person who had been twice found guilty of felony was to be sentenced (in addition to any other sentence) to be under the supervision of the police. The police might then at any moment charge him with obtaining his livelihood by dishonest means, and it would be for him to show that he was not doing so. There was another clause as to the burden of proof in cases of receiving stolen goods. If the accused had been formerly convicted of a felony, it would be competent to produce his conviction as evidence of guilty knowledge, whereas previously it was necessary to prove that guilty knowledge independently. There were, besides, other general provisions.

MONEY.

The COLONIAL SECRETARY, observing that he was constantly obliged to ask the Council for money, announced that the Surveyor General had intimated that the washing shed of the gaol had fallen, and would require to be replaced. His estimate included the cost of an examination-room for the Colonial Surgeon, and amounted to $592. The Surveyor-General recommended this addition as necessary, the present arrangement being that patients had to be examined in a passage where there was no privacy.

His EXCELLENCY remarked that Mr. Douglas had proposed this addition, and he seemed to be a man with a head on his shoulders. It was not often that Mr. Douglas proposed that which was not necessary.

Mr. RYRIE quite agreed with this remark.

The vote was agreed to.

Another vote of $100 was then solicited for contingencies in the Surveyor-General's office, the original estimate having already been exceeded by some $33.19.

This was also agreed to.

His EXCELLENCY then adjourned the Council *sine die*.

THE SINGAPORE RIOTS.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—The late disturbance at Singapore is another instance of the misapplication of police and military force. To send soldiers and the police to the scene of disturbance, to post them along the roads and bridges just as so many images, merely for the purpose of witnessing the slaughter and robbery of innocent people, is not only the height of madness, it is criminal in the extreme. Twenty soldiers armed with Henry rifles, and one howitzer, would have sufficed to put an end to the murder and slaughter of peaceful citizens. One solid shot from the howitzer alone would have cured their appetite for another attack, for at least one generation.

About 20 years ago the Chinese in Macao refused accepting certain coin at the rate fixed by this Excellency the Governor, and closed their shops. His Excellency ordered a few guns to be put in position at the entrance of the street, and issued a proclamation to the effect that, if the people would not open their shops, he would do it himself, being in possession of an excellent key. Before the appointed hour arrived not a shop was closed. If a small country like Portugal can maintain order on the confines of China, it is utter folly to say that England cannot. But neglect one favorable opportunity of exercising your authority, and you may rest assured that next time people will laugh at the display of force.—I am, yours respectfully,

OBSERVER.

Hongkong, 1st November, 1871.

MR. WADE'S MEMORANDUM.

INLAND NAVIGATION.

The other remedy, [regarding inland taxes, &c.,] the navigation of the lesser streams and canals in foreign-owned steamers, lighters, or other craft, would be equally ineffectual against the *le-kin*, nor would it avail more against the overcharge of transit dues at the barriers than the measure, sometimes resorted to, of putting a foreign agent in charge of the native craft, chartered to carry imports inland, or exports to a port, unless the interference of the native collectors *en route* is to be resisted on the ground of exterritoriality. Much as we have to complain of, I do not think it fair to ask the Chinese to throw open all their inland water system to foreign flags. I know no country that, with its eyes open, would consent to what will happen in China if such a right of navigation be conceded. Mr. Winchester contends that when it suited the authorities in Kiang-Su, they were only too glad to see gun boats and other small steamers pushing their way towards Soochow. The period alluded to is that of the occupation of Soochow by the Taeping insurgents, with the country depopulated, with no revenue to collect, and with an enemy in their front, the authorities were no doubt well pleased at any movement on our side that might produce an effect upon the enemy. If I recollect rightly, silk was on some occasions carried or towed by steamers through the rebel lines. The recapture of Soochow in the summer of 1864 put an end to this state of things, and however serviceable the presence of small foreign vessels may have been found in that neighbourhood during the occupation of the city by the rebels, it is not to me astonishing that, the country in question once more freed from war, objection should be taken to their appearance there. And this for more reasons than one. Independently of the objection, on general political grounds, that I believe any power would make to such an extension of privileges, the Chinese have a right to apprehend that if exterritorialized boats are to traverse the country, there will be great increase of smuggling, both on native and foreign account; that the executive will too, probably, in many cases, be intimidated or deforced; and, if steamers run up the creeks, that there will be not unfrequently collision between them and native craft, in which, no matter which side is to blame, explanation and reparation will be scarcely possible.

I am for confining the foreign flag, therefore, to the Treaty ports, or to such points as may be opened as halting stations for steamers, on the sea-coast, on the larger rivers, such as the Yangtsze, or the great stream which crosses the Two Kwang Provinces, or on the Lakes Poyang and Tung-ting. These are great highways of trade, movement along which no more imperil the integrity of Chinese jurisdiction than the navigation of the St. Lawrence imperils ours. For the protection of our goods *in transitu* against overcharge of dues, I fall back upon Article XXVIII, the terms of which enforced, we shall pay no more transit duties than are fair.

But while I am against the appearance inland of the foreign flag with the exterritoriality which would interfere unfairly with the surveillance of inland revenue, I see no objection to limited use of small steamers or foreign rigged vessels, if they are more convenient to our trade, provided that they be not exterritorialized.

With this proviso, it would not be unreasonable to expect that the Chinese Government should allow these vessels to register themselves at the open port Custom-houses, just as the lighters now plying in the Treaty-port harbours are registered, and to run under license to particular points, reporting themselves on departure and return to the Customs. The waterways that they are to proceed along should be declared, and in particular the streams to be navigated by steamers should be carefully selected. The possibility of a licensing system has been suggested by some of the Memorialists on revision, but, as I understand them, coupled with the condition of exterritoriality. To this, I repeat, I am decidedly opposed. I would stipulate against embargo being laid on any licensed steamer or lighter; but I would have no craft running inland that the Chinese Customs Executive should not have power to board. To the interposition of the Chinese foreign establishment, to judge from the general tone of the Memorialists, the same objection would not be felt; and it will be greatly to the advantage of both Chinese and foreigners if the Chinese Government can be induced to place branch offices of the Inspectorate inland. I am, in all that regards our intercourse with China, for gradual improvement, rather than for sweeping changes; and I should, in this case, be glad that we were satisfied for the present with just such an instalment of inland navigation as the Chinese Government can prove to us it can afford to put under the foreign Inspectorate.

But whether our transport of goods to or from the Treaty ports be placed under the Inspectorate or no, I am for a strict enforcement of the transit-duty clauses of Article XXVIII, as it now stands. We have reached a fresh point of departure, and I should insist, first, that all duly recorded claims arising out of plain breach of this Article be satisfied. Unless they have been disposed of in the last twelve months, there are some which have been the subject of correspondence since 1861. I would further have the Central Government formally advised that, henceforth, whenever a British merchant can prove his complaint that imports or exports, being *bona fide* his property and certificated, have been taxed *in transitu* in excess of the charge authorized by Treaty, he must be indemnified on the requisition of his Consul, at once, by the Superintendent of Customs at the port at which he, the complainant, resides; that if the Superintendent of Customs demur, the Consul will report the case to Peking, and Her Majesty's Minister will communicate it to the Yamên, in order that the necessary instructions may be forwarded to the port in question; and that if within three months of the communication to the Yamên its instructions have not been acted upon, the Consul will be authorized to deduct such a sum as suffice to indemnify the complainant from the duties due on any British ship about to leave the harbour. I distinguish advisedly between the enforcement of indemnification in such a case as this, and in cases such as claim the action of the Chinese Government under Article XVIII. In the latter, the Government is not at any rate directly the offender; it may, indeed, happen that with the best intentions the Government will find it difficult, if not impossible, to deal justly with claims arising out of such cases. But in the position here supposed, the Government is directly the offender; the truth of the allegations against its employé is put beyond all doubt; and the offence itself being a surcharge levied in breach of revenue laws as established by Treaty, the British subject surcharged is simply repaid out of the revenue on British trade.

I need hardly say that I am not for the insertion of this threat, for it is nothing else, in a Treaty; but, again, the present crisis must be regarded as providing a fresh point of departure; and well pleased as I should be that any intimation to the Chinese Government on the subject were made to it in the least offensive form, it is desirable, if the suggestion meet with the approval of Her Majesty's Government, that the Government of China should be left in no doubt upon that point. The best guarantee against infraction of these clauses by the local authorities will be the certainty that it is useless to defy them, and the same certainty will tell beneficially upon the Central Government, which we in reality serve whenever, without overt act of violence, we oblige it to compel its servants to observe the Treaty.

And now, taking it for granted that we shall henceforth carry certificated merchandize from one given point to another at no higher than the stipulated transit-duty charge, there will still be left upon our trade the indirect but far heavier pressure of the *le-kin*, or other local imposts, much of which, as I have allowed, is unnecessary, but of which much is indispensable, and immediate abolition out of the question. The Foochow Memorialists say, equalize it at all the ports. This would be a dangerous proposition, for, if it were accepted, the native trader might be saddled, everywhere and for ever, with a tax which, so far, Chinese statesmen defend only on the ground that it is but levied only to meet the temporary wants of particular localities. I should prefer a measure that would promise to bring it within reasonable bounds, and there occurs to me but one that will do anything towards this end. The excessive abuse of the tax by the Provincial Governors is facilitated by the ignorance of their financial operations in which they keep the Central Government, or in which, for the reasons I have elsewhere stated, the Central Government chooses to remain. The provinces, no doubt, send up, sooner or later, their formal budgets, and the deficits on the fixed quotas in these, are just now easily excused; but of the amount of fluctuating taxation called for by present or impending necessities in excess of the regular revenue, there can be no return even of the partial value that the Customs statements used to possess before the introduction of the Inspectorate. If any return be made all, it is not, I am persuaded, of one-tenth of the moneys collected. Of the extent, for instance, to which in 1856-57, Commissioner Yeh taxed the districts immediately surrounding Canton, the Central Government could have had no idea. The British merchant who is taxed through his native constituent, knows only this, that his imports have hardly left his premises before they are taxed, and that in some cases the delivery of produce which he has agreed to buy for so much, is delayed until he shall have paid so more to defray the charges claimed of the native salesman by the *le-kin* collectorate; but he may be, to a certain extent, deceived in either case by the native buyer or seller; and, whether they play him false or not, he is at least entitled to be accurately informed of the limits of this taxation, which, though not absolute direct, yet touches his trade so nearly. The limits vary from time to time, and it is but fair that he should be duly advised of their change. On this ground, therefore, I should claim of the Central Government a periodical declaration of the *le-kin* charges ruling in the different provinces, and an engagement that the rate be nowhere raised without a formal intimation of its increase through the Central Government to Her Majesty's Representative. To be enabled to make such a declaration, the Central Government must exact a return from the Provincial Governments, the correctness of which would be more or less checked by returns which the Consuls should be directed to make of the *le-kin* rates reported by the mercantile community, to prevail in their respective districts. My hope is, that the Central Government once compelled to avow its cognizance of these burdens, which are not less complained of by the Chinese than by the foreigner, will bestir itself to moderate the pressure which it now inclines to ignore, and this will be a first step towards suppression of the war-tax, where there is no occasion for levying it. The very fact that cognizance is being publicly taken of it, will be of some effect in restraining the cupidity of the local Governors. But it must be remembered, that pleas for extraordinary expenditure abound; that disorder in that province may be made to excuse taxation in this, either to subsidize its neighbour, or to protect itself; also, that for years these Governors have been used to the appropriation, almost unquestioned, of the *le-kin* taxes. We must not therefore, expect that they will readily assent to the Central Government's inquiry into their application of these taxes, or that without some cogent argument the Central Government will be brought to institute any such inquiry.

The argument most likely to have weight will be this, that the impossibility of regulating inland taxation, if it continue, must in the end suggest to foreign Governments the expediency of freeing the ports. The foreigner pays on his imports about 5 per cent. in the shape of Tariff duties, not for the mere privilege of housing them on his premises, but, as it was believed, to enable him to sell them free of further charges on all ground between his port and the inland Custom-houses nearest the port. For passing them inland of these barriers he should pay but 2½ per cent. upon value in addition to the Tariff duty. Yet he finds at Amoy, for example, that charges of one kind or another range from 5 to 90 per cent. upon value, and his imports are, consequently unsaleable. If the tariff protect imports so little, why not abolish the import tariff.

With some variation, the same argument will apply to the export trade, which is now far more heavily taxed than before the Hong monopoly was abolished; and I employ it not in the expectation that it will procure relief from the whole weight now complained of, because, as I believe, much of that weight must continue; but in the hope that it may be brought somewhat nearer to what the exigencies of the provinces really demand. The suggestion to abolish the Tariff on these grounds, which would be, in other words, that the provinces be left *carte blanche* in inland taxation, would not possibly be ill-received by the Provincial Governors; but I am mistaken if it would not alarm the Central Government, as represented by the Yamen of Foreign Affairs, whose chiefs are also chiefs of the Great Council through which the Empire is governed so far as it is governed at all; for, as I have before mentioned, the Central Government, it might be more proper, perhaps, here, to say the Court, now draws and applies nearly half the total of the Tariff duties. It has no other fund so large, and none so regularly paid. Be its alarm ever so great, the action taken by it will be slow. The Decree calling for the provincial return will be for a time disregarded, or at the best tardily obeyed. But there will be a fresh beginning of beginnings, and this in China is always something to have attained.

In the mean time, while its improved freedom inland is being slowly brought about, the import trade will be, in my judgment, best relieved by the opening to it of fresh points of delivery along the sea-coast and the shores of the larger lakes and rivers. We should not, I think, ask for any port on either at which it will not pay to put a Custom-house under the foreign Inspectorate; but Wen-chow and Chin-chew would suit both the Government and the foreign merchant. It would be not less to the advantage of the Government to open Tin-pak, or some other port on the west coast of the Canton Province, and there are other points at which branch Customs-dependencies might be established on the same footing as at Keelung, the north point of Formosa. The collection of duties there is managed by the Custom-house at Tam-shui, British vessels clearing through the Consulate at the latter port.

With the assistance of the Inspectorate again, effect might be given to Mr. Winchester's suggestion that steamers should be allowed to stop at certain landing-places along the shores of the Great River between the river-ports already open. I would push this even farther. Liberty might be obtained for steamers to ascend the river, if possible, to Chung-king, in Sze-chuen, or at least to the rapids of Kwei. These are on the frontier of Szechuen; and it will always conduce to the smoother working of the transit-duty clause that goods which have to traverse any province should be shipped or landed at a port within the limits of the same province, especially where it is one of the dimensions and commercial significance of Szechuen. Farther, I would have the Tung-ting Lake opened to steamers, and either Yo-chow or Changteh, on both, declared Consular ports. The province of Kweichow is drained into this lake, a country abounding in tea, much of which used in former days to find its way to the Canton market as tea of Oopak or Hupeh.

The Tientsin Memorialists would also have steamers on the Yellow River. The old course of this is certainly no longer navigable, and of the new course too little is known, at least to me, to justify an opinion for or against their recommendation.

I adhere to the opinion I have earlier stated regarding the expediency of placing Consular Agents at all points at which we leave British communities; but I do not expect to see a British community formed at every point that I would open to our shipping. There will certainly not be one formed unless the number of British residents in China very considerably increases. But if there are not resident communities, the method of doing business with the Chinese must greatly change. In much, the British merchant in China is still bound by the traditions of the East India Company. The rule has been, the erection of spacious residences, and the maintenance of expensive establishments, and not only at one port or two; some firms will have them at as many as four or five ports. There must be an end of this, and there must be in lieu of it, if we are to trade with many places, either on the coast or up the country, a condescension to business on a less pretentious footing. Messrs. Jardine, Matheson & Co. would have liberty to open hongs, but not shops in the interior. I should say, on the contrary, whether in the interior or elsewhere, shops rather than hongs; for it is my impression that a retail trade would best make head against the action of the *le-kin*. At the subsidiary ports, were it arranged that no imports but such as were certificated duty-paid, should enter them, it is possible that the same kind of business might be done on the deck of the steamer or counter that carried these goods; but I cannot say how, practically, this would work. Before 1858, opium was sold, in small quantities as well as large, from on board the receiving ships, and, when opportunity offered, by the clippers; but the opium trade in these vessels was conducted by establishments of such strength—the article itself was in such request—that I should not venture to infer from operations in it the practicability of such a parcel trade as I am here suggesting.

In Manchuria Proper there seem to be no barriers inland except along the palisade lines which separate this province from that of Kirin and from Eastern Mongolia. I should still claim freedom to bring down Manchurian exports free of inland duties to Newchwang, paying, if they come from beyond the palisade, the palisade dues; but I should consent to the levy of the half-tariff duty on all imports landed at Newchwang, provided that such imports as were carried by foreigners through the palisade line were cleared of the palisade duties by this payment, and provided that opium were cleared inland not only in Manchuria, but throughout the Empire, in the same manner as all other imports. I urge this concession to the Manchurian Customs, and this counter-concession regarding our opium for one and the same reason, that trade and taxation will be regularized thereby, and a cause of discussion avoided. I cannot indorse the opinion of Messrs. Jardine, Matheson & Co., "that the use of opium is not a curse but a comfort and a benefit to the hard-working Chinese." As in all cases of sweeping criticism those who condemn the opium trade may have been guilty of exaggeration. They have been especially mistaken in representing the British Government and people as responsible for the introduction of opium to the knowledge of the Chinese; the Chinese knew it long before we brought them opium from India. But it is impossible to deny that we bring them that quality which, in the south, at all events, tempts them the most, and for which, consequently, they pay dearest. It is to me vain to think otherwise of the use of the drug in China than as of a habit many times more pernicious, nationally speaking, than the gin and whisky drinking which we deplore at home. It takes possession more insidiously, and keeps its hold to the full as tenaciously. I know no case of radical cure. It has insured in every case within my knowledge the steady descent, moral and physical, of the smoker, and it is so far a greater mischief than drink, that it does not by external evidence of its effect expose its victim to the loss of repute which is the penalty of habitual drunkenness. There is reason to fear that a higher class than used to smoke in Commissioner Lin's day are now taking to the practice.

TAXATION OF OPIUM.

Lord Elgin obtained the admission of opium into the Tariff, with a view to regularizing a trade which, as it was then carried on, was incompatible with Treaty obligations, the Chinese Government being unprepared, even, if still disposed, to deal with it as in breach of Treaty. He objected to its inclusion amongst the commodities we were to carry inland, because he thought that while accepting the opium trade as an inevitable evil, we were bound to do nothing that would quicken the trade, and that the trade would be quickened, if foreigners were, as his Lordship expressed it, authorized to scatter the drug broadcast through China. After ten years' experience, I am of opinion that the consumer will be morally none the worse off if we do become carriers of the opium inland: the whole stock we bring is unfortunately sure of a sale; but the freedom left to the native authority to tax the drug *in transitu* at what rate he pleased, has been without doubt abused; the inland duty has been raised at times to double the Tariff duty, and the weight of the impost and the uncertainty of its variations are distressing to the native trader, and through him injurious to our trade. It would pay us to allow a more liberal rate of Tariff duty, or transit dues, or both, were this made the condition of a right to carry opium inland, and the simple question of our merchants' profit apart, our general trade would gain by the regularization of this traffic. If it have any single merit, it is that it acts in China as a pioneer to all other traffic that may be practicable.

INLAND DUES ON EXPORTS, &C.

It might seem that throughout these observations, the immense length of which I trust may be excused by the importance of the question to which they relate, I have insufficiently regarded the interests of the export trade. It does appear to me, I admit, that this can take far better care of itself than the import trade, which is not only crippled, but, at some points paralyzed, by the *le-kin*. The sum of my suggestions regarding this tax is, that we should work for the abatement of it by forcing cognizance of its excess upon the Central Government; and that the hindrance opposed to increased circulation of our imports, by so much of the same tax as it may be impossible for the Chinese Government to forego, should be diminished by multiplication of our centres of distribution. And these for safety's sake, I should prefer, for the time, to see chosen at points accessible to our larger vessels, rather than in the interior.

I do not forget or unsay what I have earlier stated regarding the weakness and timidity of the Central Government; but I am not without hope that it may be brought to put forth the power it certainly possesses in the manner I desire: first, because it has now a direct interest in the duties on foreign trade; and, secondly, because, however reluctant it may be to move against officials in high place, experience has shown that, although slow to act upon isolated representations, it does not either always dare to be deaf when charges reiterated against such persons are publicly pressed on its notice.

I should have mentioned earlier that where imports come back from the interior unsold, the transit duty ought in my opinion to be returned to the importer.

THE TONNAGE DUES.

Articles XXIX., XXX., and XXXI. regulate the tonnage dues, their rates of charge, and the conditions of exemption from them.

The Foochow community suggest that vessels in ballast should pay none. I was under the impression that it had not been usual to charge any except where cargo was carried into or out of port, unless the ballast were itself of a dutiable or marketable commodity, of coal or of copper cash for instance. If the usage be otherwise, I would have all vessels in ballast, the same not being either dutiable or marketable, exempted, at least for a liberal term of months. That term expired, I do not think that it would be hardship to exact from such vessels a proportion, half or less, of the tonnage dues. They have the use of the port and the advantage of the expenditure to which it is agreed in Rule 10 of the Tariff that the tonnage dues shall be specially affected; I mean that to be incurred in the provision of lights, beacons, and other similar requirements. It would be reasonable, on the other hand, to exempt distressed vessels, as the Amoy community suggest, when obliged to land damaged cargo, if none but the cargo so damaged be landed, or, in other words, when the ship does not discharge for purposes of trade.

Complaints are general regarding the non-application of the tonnage dues in the manner agreed to, and the neglect to improve, by dredging and like means, the approaches to various ports daily becoming more difficult of access; notably the approaches to Taku, Shanghai, Foochow, and Canton. The Hongkong Memorialists would have one-fifth of the tonnage dues collected at each port placed in the hands of two or more Consuls, to be by them expended in providing beacons or lighthouses; indeed, unless the Government of China better discharges the obligations undertaken by it under Articles XIX and LIII, in respect of protection against and suppression of piracy, the same Memorialists would recommend the complete abolition of tonnage dues, and, as it is, suggest that a portion of the dues levied, not only on British but on all foreign vessels, be returned half-yearly to Her Majesty's navy for the services rendered by it on the coast of China.

The two latter propositions do not seem to me to require any particular remark; and

of the first I will only say, that, although much remains to be done, the department responsible has done something, and is, I know, doing more. By Tariff Rule 10 above referred to, the Chinese Superintendent of Trade, assisted by his foreign establishment, was to supervise the application of the tonnage dues to the important objects specified. There are two high officers with the title of Minister Superintendent of Trade, the one having under his care, in that capacity, the three northern, the other the ten remaining ports, but the superintendency of foreign trade is in reality vested in the Yamen of Foreign Affairs, an institution not existing when Lord Elgin signed his Treaty; and by desire of the Yamen the foreign Inspectorate of Customs has also its head-quarters at Peking. I speak guardedly as to the extent of its action, because I have no statistics before me, but I repeat that, to my knowledge, the Inspectorate has not been idle, and so long as that establishment is constituted and directed as at present, I have full faith in the works called for proceeding as rapidly as if the Consuls were formally invested with more power than they now possess to interfere in the application of the funds in question. The Consuls have by Article XXXII a consultative voice in this matter, and by virtue of their office the fullest right to urge, remonstrate, and represent; but I am in every case for abstaining from even the appearance of a desire to exclude the Chinese from the direction of work properly belonging to a department of Chinese administration.

The Government will need reminding, no doubt; for it has, at least in the matter of beacons, &c., nothing but the foreign interest to serve. The improvement of the navigation by dredging machines would, at some points, Taku, for instance, advantage the revenue, as vessels of heavier burden than can at present enter the port of Tientsin would be enabled to frequent it, and the trade which is now on its trial in sailing-vessels direct from England would be quickened, as much to the benefit of the Chinese Government and people as our own.

By the same article XXIX., vessels trading between the open ports of China, or between Hongkong and the open ports, can be by a Customs certificate issued on their first payment of tonnage dues, exempted from any further payment for a period of four months, reckoned from the date of their first port clearance. The Hongkong Memorialists would extend the term of exemption from four to six months, and would enable any vessel certificated to resort not only to Hongkong, but also to the Straits Settlements, the Philippines, and Japan. It is true that in 1865 the French, by surrendering certain privileges to which they held their Treaty to entitle them, did obtain extension of the benefit of the four months' certificate to their steamers trading with Japan and Saigon. The late Minister of Spain, in his in his Treaty negotiated about the same time, was refused a like privilege for Manila, and from the Amoy Memorial it would seem that he has not since carried the point. If he has, of course we benefit by it; but the extension conceded as above to the French, inasmuch as, by the favoured-nation clauses of foreign Treaties, it accrues equally to all other nations, has already cost the Chinese a large sum upon the revenue derivable from those tonnage dues, about the application of which to the objects above mentioned, foreign nations are all alike so urgent. We have nothing to offer in exchange for what it is proposed we should exact; and I confess myself on these grounds averse to any demand that will involve a farther reduction of this branch of revenue, whether by the extension of the term for which the exemption certificate now runs, or by the inclusion of fresh foreign ports within the area of its availability.

THE BLOCKADE OF HONGKONG.

(Overland Trade Report, Nov. 1st.)

As there appears to be every reason to believe that certain representations will before long reach home from official quarters with reference to the blockade which the Canton officials have established on the Port of Hongkong, with a view to obtaining illicit taxes from the trade, it is desirable to lose no time in again bringing this subject before the notice of home readers. The matter was recently noticed in this paper at some length, when the injury resulting to trade by the present system was set forth, and the question whether any arrangements should be made with the Chinese Government for the legitimate levy of duties on goods passing through the Colony was fully discussed. The conclusion arrived at was briefly that, if any such steps were adopted, the duties ought to be paid to the local authorities at Canton, and not to the Imperial Authorities at the Capital, and that they should not be collected by anything in the form of a Chinese Custom House, or Branch of the Inspectorate of Customs in the Colony. Resuming the subject at this point, we have to answer the question: What other means could then be adopted? The only other course would be the collection of duties by the Hongkong Government, which should be paid to the Canton Authorities after the deduction of a certain percentage for the cost of collection. This is the point to which the scheme which, as already mentioned, is to be brought before the consideration of the Hongkong Chamber of Commerce, must be reduced, if it is to be considered in a practical manner. It is unfortunately difficult to write with any confidence upon the subject, as the opinion of mercantilemen has not yet been expressed in any official form; but, judging from remarks made in well informed commercial quarters, we are justified in concluding that there is a very strong feeling against entertaining the project in any shape. The contingency anticipated is that, if we come to an arrangement to pay the Chinese Government a certain amount of duty, we shall not get much farther than we are now, because the native officials will take steps to evade their promises, and the trade, instead of being relieved, will only be twice hampered. This argument is no doubt quite correct on the supposition either that the dues would go to the Pekin Authorities, or that they would be collected by a Custom House under the Chinese Authorities in this Colony. In the former case, we should not satisfy the officials who actually want, and who, if any one, have a right to the revenue; in the latter, an establishment would be introduced into the Colony which, from all we know of the Chinese, would be certain to become a centre for an underhand system of taxation on the trade over and above the legitimate dues. The matter might, however, stand differently, if the Government of the Colony itself were charged with the duty of collecting the taxes. Under such an arrangement, it might be possible to collect half the tariff duty—the sum which the local officials at Canton would look for, were the goods imported there—leaving the question of the imperial duty to the Chinese, as one which certainly does not concern us in any way; as, while it may possibly, though by no means certainly, be reasonable for us to take steps to prevent a local impost being evaded by our proximity to the port at which it would under ordinary circumstances be collected, it cannot possibly be held to be our duty to levy Imperial duties in Hongkong. Indeed, as a matter of right, we cannot be called upon to do either; though to avoid what may be a substantial injustice, we might go as far as collecting the local or half tariff due. The question is probably hardly susceptible of a thoroughly logical solution, and would have to be determined upon some plain common-sense basis, which would meet the general necessities of the case. In this way it may perhaps be desirable to treat on the subject; and, if a reasonable spirit be shown on both sides, a satisfactory arrangement may be come to. But the claims which the Chinese make, of having a right to levy dues by such measures as blockading the port by cruisers, or, as appears to be the case according to last reports, of establishing floating Customs Hulks in the immediate vicinity of the Colony, for the purpose of overhauling all junks which arrive or leave, cannot for a moment be entertained. Such a line of conduct would not be tolerated from one European power towards another, and ought not to be permitted here. No doubt, relying upon the rules respecting jurisdiction on the high seas, the Chinese officials imagine they can take such steps with impunity. But they must bear in mind that those rules have never been applied to any such a case as this; that they were designed to meet questions of a totally different nature; and that the rule that the gunboats or cruisers of one nation cannot stop the vessels of another, the moment they have left the limits of the port, is likely to be considered quite as much a matter of international usage as any rules relating to jurisdiction on the seas extending to three leagues from low water mark. It would be simply impossible to show a single precedent for such action; and we should beyond doubt be justified in putting it down with a firm hand. We shall, therefore, enter the field for negotiation, if we are to do so at all, quite free from any obligation in the matter; and, though we might be willing to meet the Chinese half way in a difficult case if they demonstrated a conciliatory spirit and gave us proper guarantees for their acting in good faith, it would be a very grievous error to enter upon any arrangement, because they threaten to adopt a high handed, and, we believe, a thoroughly illegal course of action. If such be the attitude they assume, nothing will be left to us but to adhere to the strict rights of the case, which are that the Chinese are bound to use legitimate means for protecting their revenue, and we are justified in using the like means for protecting our trade.

SHIPPING REPORTS.

(Continued from the 1st Page.)

The British brig *Naiad* reports left Newchwang on 16th October, with fine weather and light variable winds and calms, the latter part had fresh N.E. winds till arrival.

The British ship *Marquis of Argyle* reports left Sydney on 14th September, with fine weather; crossed the Equator on the 2nd October, in long. 161 6 E., after which had light N.E. monsoon till arrival; 48 days out.

The British ship *Ilione* reports left Yokohama on 17th October, with light Southerly winds, which lasted for four days, after which had S.W. winds as far as Formosa Channel; from thence had steady N.E. monsoon till arrival.

The North German brig *India* reports left Tientsin on 14th October, and Taku on 19th October, with fine Southerly winds, as far as lat. 36 N., long. 123 E.; after which had Easterly winds as far lat. 28 N., and W.S.W. winds to Formosa Channel, thence had N.E. winds till arrival; spoke the North German bark *Maria*, bound North, on the 26th, in lat. 28.30 N., and long. 123 E.

The North German ship *Jorgen Bruhn* reports left Yokohama on 17th October, with N.E. and Easterly winds, which lasted four days, then had light Southerly winds for one day; after which wind hauled round to E. and E. by N., and then again hauled round to the Southward, which lasted to the N. end of Formosa Channel, then had fresh N.E. winds till arrival in this port.

COMMERCIAL INTELLIGENCE.

NOVEMBER 1ST, EVENING.

There has been no change in the tone of the drug market. Patna has been placed at $723½ to $725 cash, and $727½ to $730 on credit; Benares, $715 to $720. In Malwa nothing has been done, the market is likely to open at $650 cash, and $655 to $660 on credit.

NOVEMBER 2ND, MORNING.

Patna, $723½ to $725 cash; Patna on time, $726½ to $725; Benares, $715 cash, $720 credit; Malwa, $650 to $655.

Bank Shares have declined, and close weak at quotations. In Fire Shares, Hongkongs have given way considerably, sales being made at $535 for cash; Chinas and Victorias are quiet at $62 each. A small lot of China and Japans changed hands at Tls. 200 each for end of the year. Steamboats are wanted at 37½ per cent. premium for cash. Pier Company's Shares are lower, with sales at $10 per share discount for cash.

SAIGON MARKET INTELLIGENCE.

From Messrs. BEHRE & Co., Saigon.

(*By Telegraph.*)

SAIGON, 1st November, 8.45 p.m.

RICE.—Fast declining; best current, One eighty-eight.

FREIGHTS.—Quiet; Thirty cents, nominal.

EXCHANGE.—Three and three quarters.

SHARES.

Hongkong Bank Shares, Old—62 per cent. premium.

Hongkong Bank Shares, New—60 per cent. premium.

Union Insurance Society of Canton, new shares —$1,500 per share premium.

China Traders' Insurance Company's Shares—$2,500 per share premium.

China and Japan Marine Insurance—Tls. 95 to Tls. 97½ per share premium.

Chinese Insurance Company,—$105 per share premium.

Hongkong Fire Insurance Company's Shares—$335 per share premium.

China Fire Insurance Company's Shares—$62 per share premium.

Victoria Fire Insurance Company's Shares—$62 per share premium.

Hongkong and Whampoa Dock Company's Shares—25 per cent. discount.

Hongkong, Canton and Macao Steamboat Co.'s Shares—37½ per cent. premium.

Shanghai Steam Navigation Company—Tls 80 per share premium.

China, Sea, Saigon, and Straits Steamship Company—5 per cent. discount.

China and Straits Steam Navigation Company—25 per cent. discount.

Hongkong Gas Company's Shares—$62 per share.

Hongkong Hotel Company's Shares—60 per cent. discount.

Hongkong Distillery Company—10 per cent. premium.

Indo-Chinese Sugar Company—$17 per share discount.

Hongkong Pier and Godown Company, Limited —$10 per share discount.

EXCHANGE.

ON LONDON.—
Bank Bills, at 3 months' sight, 4/3¾ to 4/3⅞
Bank Bills, at 6 months' sight, 4/4¾
Credits, at 6 months' sight 4/4¾
Documentary Bills, at 6 months' sight 4/4¾
Bank Bills on demand, ... 4/3

ON NEW YORK.—
Private, 5 months' sight ...... —

ON BOMBAY.—Bank, 3 days' sight 220½

ON CALCUTTA.—Bank, 3 days' sight 220½

ON SHANGHAI.—
Bank, 3 days' sight 72¼
Bank, 15 days sight 72¾
Private, 30 days' sight 72¾

SALES ON NOVEMBER 1ST, 1871.

As reported by Chinese.

Tin, 107 slabs, at $35.70, by Fook-cheong to Ningpo merchant.

Shanghai Rice, 3,000 piculs, at $2.50, by Yuen-fat to Hongkong merchant.

Shanghai Rice, 1,000 piculs, at $2.39, by Tai-lee to Hongkong merchant.

Saigon Rice, 1,000 piculs, at $2.30, by Fook-mow-loong to Hongkong merchant.

Shanghai Cotton, 100 bales, at $17.70, by Chun-cheong to Macao merchant.

Shanghai Cotton, 25 bales, at $18.00, by Shun-kee to Tai-hing.

Shanghai Cotton, 25 bales, at $18.00, by Mow-cheong to Tai-hing.

Calcutta Cotton, 23 bales, at $14.80, by Parsee merchant to Tai-hing.

Bombay Cotton, 18 bales, at $13.50, by Parsee merchant to Tai-hing.

Cotton Yarn, No. 16-24, 50 bales, at $113.00, by Parsee merchant to Yew-kee.

E. R. HANDLEY,

HOUSE AND SHIP PLUMBER, COPPER SMITH, BRASS FOUNDER AND GAS FITTER.

(LATE PATTERSON & HANDLEY),

70 F, Praya West,

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tf 1681] HONGKONG. [Sept. 15

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LANE, CRAWFORD & Co. having been appointed agents for the two abovenamed newspapers, are prepared to receive Advertisements and Subscriptions for the same.

Terms of Subscription, payable in advance: *Japan Mail*, $15 per annum; *Japan Weekly Mail*, $24 per annum.

tf 122 Hongkong, 19th January, 1871.

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Horses BROKEN to Harness.

HORSES, PONIES, HARNESS and CARRIAGES, for Sale. *Also,*

Best quality of HAY, OATS, GRAM, BARLEY, and Indian CORN, for Sale.

HORSES and CARRIAGES for Hire.

PONIES do. do. do.

HORSE SHOEING on the most improved principles, under his own superintendence.

T. E. HAWKINS,

(Late Farrier-Major, Bengal Horse Artillery).

N.B.—All Diseases of the Horse attended to.

tf 559 Hongkong, 11th August, 1871.

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Apply at the *Daily Press* Office.

Hongkong, 1st February, 1871.

Vessels Advertised as Loading.

DESTINATION.	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DISPATCHED.
LONDON	Elfin	Beer	Hongkong	Carlowitz & Co.	Quick dispatch.
SUEZ	Australia (str.)		Hongkong	P. & O. S. N. Co.	On the 15th proximo.
HAMBURG	Bertha	Rose	Hongkong	Wm. Pustau & Co.	Quick dispatch.
NEW YORK	Lord Macauley	Care	Hongkong	Russell & Co.	Quick dispatch.
Do.	St. Pauli		Whampoa	Olyphant & Co.	Quick dispatch.
Do.	Birdston		Hongkong	Vogel, Hagedorn & Co.	Quick dispatch.
Do.	Catharine		Hongkong	Augustine Heard & Co.	Quick dispatch.
Do.	Humboldt		Hongkong	Augustine Heard & Co.	Quick dispatch.
Do.	Early Morn		Hongkong	Russell & Co.	Quick dispatch.
SAN FRANCISCO	Shirley	Willcomb	Hongkong	Russell & Co.	Quick dispatch.
Do.	Quickstep	A. P. Chase	Hongkong	Russell & Co.	Quick dispatch.
Do.	Yosemite		Hongkong	Russell & Co.	Quick dispatch.
Do.	Florella	F. G. Peabody	Hongkong	Augustine Heard & Co.	Quick dispatch.
MELBOURNE & SYDNEY	Jane Speirs	C. T. Brown	Hongkong	Russell & Co.	Quick dispatch.
DUNEDIN (N.Z.) & M'BOURNE	Whirlwind	Graham	Hongkong	Rozario & Co.	Quick dispatch.
Do. Do.	Sea Gull	Marshall	Hongkong	Russell & Co	Quick dispatch.
MANILA	Azof (str.)		Hongkong	Douglas Lapraik & Co.	Quick dispatch.
SAIGON	Alexandre Lavalley	Longin	Hongkong	Frederic Degenaer	On the 4th inst., at 4 P.M.
YOKOHAMA	Witch	J. Young	Hongkong	Arnhold, Karberg & Co.	Quick dispatch.
SHANGHAI	Odessa (str.)	Burkitt	Hongkong	Wm. Pustau & Co.	To-day, at 4 P.M.
S'TOW, AMOY, & SHANGHAI	Bombay (str.)		Hongkong	P. & O. S. N. Co.	To-day, at noon.
SWATOW, AMOY & FOOCHOW	Kwang-Tung (str.)		Hongkong	Douglas Lapraik & Co.	Quick dispatch.

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Black GLACES and GROS GRAINS.

Self Colored and Fancy SILKS.

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Wool PLAIDS, Clan Patterns.

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Black and Colored Dress TRIMMINGS, in Cotton, Mohair, Silk, and Satin.

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Scotch and Manchester MUSLINS.

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Cloth, Woollen and Silk GLOVES.

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Cloth, Silk and Velvet JACKETS.

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Ladies' and Children's Straw and Felt HATS Trimmed HATS and Millinery BONNETS.

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Two Albion PRINTING PRESSES.

One Columbian do.

One large Flotting MACHINE.

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One Self-acting SAW BENCH, complete, with one Saw.

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One Donkey PUMP.

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tf 894 Hongkong, 24th May, 1871.

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Merchant Navy }
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tf 1130 Hongkong, 11th May, 1867.

AMONTILLADO,	... per	1	doz. Case	$12
PALE SHERRY,	"	1	"	$8
Superior MEDOC,	"	1	"	$6
Superior ST. JULIEN,	"	1	"	$10
Sparkling MOSELLE,	"	1	"	$14
G. H. Mumm's CHAMPAGNE,		1	"	$15

BRANDY, $6 to $12,

REYNOLDS & Co.

tf 1679 Hongkong, 2nd October, 1871.

The Chronicle and Directory for 1871.

NOW READY.

THIS Work, now in the NINTH year of its existence, is ready for delivery.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1871" has been further augmented by the addition of a Chromo-lithograph plate of the

NEW CODE OF SIGNALS IN USE AT THE PEAK;

also of the

VARIOUS HOUSE FLAGS;

MAPS OF HONGKONG, JAPAN,

and of the

THE COAST OF CHINA;

besides other local information and statistics corrected to date of publication, tending to make this work the *vade mecum* for all Public, Mercantile and General Offices.

As already announced, the Directory is published in Two Forms, Complete at $5, or with the Lists of Residents, Port Directories, Maps, &c., at $3.

Copies may be obtained at the *Daily Press* Office, and of the following Agents:—

Messrs. BROWN & Co., Swatow.
" WILSON, NICHOLLS & Co., Amoy.
" HEDGE & Co., Foochow.
" KELLY & Co., Shanghai.
Mr. J. R. BLACK, *Japan Gazette* Office, Yokohama.
Messrs. TRUBNER & Co., Paternoster Row, London.
Mr. G. STREET, Cornhill, London.
Mr. F. ALGAR, Clement's Lane, London.
Messrs. BATES, HENDY & Co., Old Jewry, London.
Mr. L. P. FISHER, Merchants' Exchange, San Francisco.

For Sale.

FOR SALE.

Ex "*Belted Will*," "*Cornwia*," "*Ambassador*," &c., &c.

BASS & CO.'S OCTOBER BREW, in *hogsheads* and *kilderkins*.

Barclay & Co.'s PORTER, in hogsheads.

BEST JAMAICA RUM, in do.

BURKE'S DUBLIN STOUT, in quarts and pints.

BASS'S ALE, by Cameron and Saunders in quarts and pints.

Duff Gordon's SHERRIES, different seals.

Superior Old Vintage PORT.

Hennessy's BRANDY, 1 star and 3 stars.

AVH GIN, in red cases.

Krug & Co.'s CHAMPAGNE, in quarts and pints.

CROSSE & BLACKWELL'S OILMAN'S STORES.

HAMS, CHEESE, BACON, in tins.

Truffled PATES, FOIE GRAS, Preserved PROVISIONS of every description, American, English, Dutch, French and German VEGETABLES, in large assortment.

FINEST FRENCH BUTTER, in bottles.

PRIME DANISH BUTTER, in 7 lbs. Tins.

Sill's and Holstein BUTTER, in kegs.

RUSSIAN CAVIAR.

VANILLA BEANS.

TEYSSONEAUX JAMS, JELLIES, and FRUITS, in Juice and Brandy.

MENIER'S CHOCOLATE, *yellow*, *brown*, and *pink*.

At LAMMERT, ATKINSON & Co.

tf 906 Hongkong, 25th May, 1871.

FOR SALE.

CLARET, in wood.

ROAPILLION and BANDOL, in wood.

Breakfast and Dinner CLARETS, from $3.50 upwards.

Chateau LAFITTE.

Haute BRION.

Rhenish WINES, large assortment.

Sparkling HOOK and MOSELLE.

Haut BARSAC and SAUTERNE.

French LIQUEURS, CHARTREUSE, &c., &c., ABSYNTH.

Vermuth NOUILLY PRAT.

Wynand FOKINKS, double Orange CURACOA.

At LAMMERT, ATKINSON & Co.

tf 907 Hongkong, 25th May, 1871.

FOR SALE,

Ex str. "Glengyle," and late arrivals.

GENUINE La Ferme CIGARRETTES, of assorted sizes.

Smoking TOBACCOS and SNUFFS.

Genuine Havana CIGARS, from $5 to $20 per 100.

Finest Cavite and Manila CIGARS and CHEROOTS.

Meerschaum PIPES, &c., &c.

J. C. KRUSE,

No. 10, Queen's Road Central

1m 1743 Hongkong, 12th October, 1871.

FOR SALE.

BRANDY, Fine Bois.
" Fine Champagne.
CLARET, Breakfast.
" Dinner.
Sparking HOOK.
" MOSELLE.
Still HOCK.

F. PEIL.

tf 310 Hongkong, 15th February, 1871.

FOR SALE.

ONE Superior High Pressure Horizontal STATIONARY STEAM ENGINE, complete, of 10 Horse Power.

One highly finished Extra-strong and Powerful Direct-acting Single Cylinder PORTABLE STEAM ENGINE, complete, of 12 Horse Power, manufactured by MESSRS. CHARLES D. YOUNG & CO., PERTH. Apply to

MELCHERS & Co.

3m 1426 Hongkong, 23rd August, 1871.

FOR SALE,

CHAMPAGNE:—

ROEDERER CARTE NOIR.
ROEDERER CARTE BLANCHE.
ROEDERER CARTE BLANCHE DORE.
ROEDERER GLADIATEUR.

SANDER & Co.,

Sole Agents for Hongkong and China.

tf 1694 Hongkong, 3rd September, 1869.

TATHAM'S BRANDY in 1 doz. cases.
" SHERRY " 3 "
" PORT " 2 "
" CLARET " 1 "

BIRLEY & Co.

NOW READY.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY WITH THE PUNTI AND MANDARIN PRONUNCIATION.

AN ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.

FOR scope and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given in *extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

The scope of the work is so great, and its utilitarian purposes so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully, with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

TRUBNER & Co.,
60, PATERNOSTER ROW;
W. H. BELL,
"DAILY PRESS" OFFICE, HONGKONG.

Vessels on the Berth.

STEAM TO SWATOW, AMOY, AND SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"BOMBAY,"

will leave for the above places at noon TO-DAY, the 2nd November.

A. McIVER, *Superintendent.*

P. & O. S. N. Co.'s Office,

Hongkong, 31st October, 1871. [3d 1862

FOR SHANGHAI.

THE British Steamer

"ODESSA,"

Wm. Burkitt, Master, will be despatched for the above port TO-DAY, the 2nd November, at 4 P.M.

For Freight or Passage, apply to

WM. PUSTAU & Co.,

Agents.

3d 1863 Hongkong, 31st October, 1871.

FOR MANILA.

THE Steamship

"AZOF,"

to arrive from Amoy on or about Wednesday, 1st November, will have immediate despatch for the above Port.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

tf 1859 Hongkong, 30th October, 1871.

THE P. & O. S. N. Co.'s Steamship

"AUSTRALIA,"

leaving Hongkong with H. M. Mails, Passengers, Specie and Cargo on the 15th proximo, will proceed through to Suez.

A. McIVER, *Superintendent.*

P. & O. S. N. Co.'s Office,

Hongkong, 21st October, 1871. [tf 1809

FOR YOKOHAMA.

THE British Barque

"WITCH,"

J. Young, Master, will have quick despatch for the above port.

For Freight or Passage, apply to

ARNHOLD, KARBERG & Co.,

Agents.

4d 1867 Hongkong, 31st October, 1871.

FOR NEW YORK.

THE Danish Brig

"CATHARINE,"

And, German Bark

"HUMBOLDT,"

will load here and at Whampoa for New York, and have despatch.

For Freight, apply to

AUGUSTINE HEARD & Co.

14d 1797 Hongkong, 20th October, 1871.

FOR SAN FRANCISCO.

THE A 1 American Clipper-barque

"QUICKSTEP,"

A. P. Chase, Master, will meet with early despatch as above.

For Freight or Passage, apply to

RUSSELL & Co.

tf 1783 Hongkong, 18th October, 1871.

FOR SAN FRANCISCO,

To follow the "Quickstep."

THE A 1 American Ship

"YOSEMITE,"

shortly expected from San Francisco, will meet with early despatch as above.

For Freight or Passage, apply to

RUSSELL & Co.

tf 1784 Hongkong, 18th October, 1871.

FOR NEW YORK.

THE A 1 British Ship

"EARLY MORN,"

shortly expected from Shanghai, will load at Whampoa as above, and have immediate despatch.

For Freight, apply to

RUSSELL & Co.

tf 1785 Hongkong, 18th October, 1871.

FOR SAN FRANCISCO.

THE A 1 American Clipper-ship

"SHIRLEY,"

Willcomb, Master, will have early despatch as above.

For Freight or Passage, apply to

RUSSELL & Co.

tf 1652 Hongkong, 28th September, 1871.

FOR MELBOURNE AND SYDNEY.

THE A 1 British Barque

"JANE SPEIRS,"

308 Tons Register, C. T. Brown, Master, will meet with early despatch as above.

For Freight or Passage, apply to

RUSSELL & Co.

tf 1684 Hongkong, 3rd October, 1871.

FOR HAMBURG (*direct*).

THE German 3-masted Schooner

"BERTHA,"

Rose, Master, will load as above at Whampoa and Macao, and have quick despatch.

For Freight, apply to

WM. PUSTAU & Co.

tf 1611 Hongkong, 22nd September, 1871.

FOR NEW YORK.

THE A 1 British Ship

"BIRDSTON,"

will load at this and Whampoa for the above port, and have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.

tf 1604 Hongkong, 21st September, 1871.

FOR DUNEDIN, (NEW ZEALAND,) AND MELBOURNE.

THE A 1 British Clipper-barque

"SEA GULL,"

Marshall, Master, having the greater portion of her Cargo engaged, will meet with early despatch as above.

For Freight or Passage, apply to

RUSSELL & Co.

tf 1632 Hongkong, 26th September, 1871.

FOR DUNEDIN (N.Z.) AND MELBOURNE.

THE Clipper Ship

"WHIRLWIND,"

Capt. Graham, having the greater portion of her Cargo and Passengers engaged, will have immediate despatch for the above ports.

For Freight or Passage, apply to

ROZARIO & Co.

tf 1627 Hongkong, 25th September, 1871.

FOR LONDON,

With immediate despatch.

THE A 1 British Barque

"ELFIN,"

Capt. Beer, has room for a limited amount of Cargo.

Apply to

CARLOWITZ & Co.

tf 1657 Hongkong, 28th September, 1871.

FOR SAN FRANCISCO.

THE American Ship

"FLORELLA,"

Capt. F. G. Peabody, will have quick despatch for the above port.

For Freight, apply to

AUGUSTINE HEARD & Co.

4w 1795 Hongkong, 19th October, 1871.

Vessels on the Berth.

FOR NEW YORK.

THE A 1 British Ship

"LORD MACAULAY,"

Care, Master, will load at Whampoa, and have immediate despatch as above.

For Freight or Passage, apply to

RUSSELL & Co.

tf 1613 Hongkong, 22nd September, 1871.

FOR NEW YORK.

THE A 1 North German Barque

"ST. PAULI,"

will load at this and Whampoa for New York, and will have quick despatch.

For Freight, apply to

OLYPHANT & Co.

tf 1530 Hongkong, 7th September, 1871.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES,

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, MARSEILLES;

ALSO,

MAHE, ST. DENIS, PORT LOUIS.

ON WEDNESDAY, the 8th November, at noon, the Company's S. S. "PROVENCE," Commandant MACAIRE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon, and Cargo will be received on board until 4 P.M., Specie and Parcels until 3 o'clock P.M. on the 7th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

C. BERTRAND,

Principal Agent.

Hongkong, 30th October, 1871.

THROUGH U.S. MAIL LINE

FROM

CHINA AND JAPAN TO NEW YORK.

PACIFIC MAIL S. S. COMPANY

IN CONNECTION WITH THE

CENTRAL AND UNION PACIFIC RAILROAD COMPANIES.

THE S. S. "*GREAT REPUBLIC*," Captain COBB, will leave Hongkong for San Francisco via Yokohama on SATURDAY, the 11th of November next, at 3 o'clock P.M., taking Passengers, Mails and Freight, for the United States, Canada, Central and South America, and Europe.

A Steamer of the Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

The "*GREAT REPUBLIC*" will be due at San Francisco December 16th, whence daily Passenger trains and daily Freight trains are run over the Central and Union Pacific Railroad Lines for New York and for all the principal cities in the interior and upon the Atlantic Seaboard. The time between San Francisco and New York by First-class Passenger trains is six days and twenty hours; and the distance 3,312 miles.

The Silver Palace Sleeping Cars are run through on these trains, making Drawing Room Cars by day, and Sleeping Cars by night; and are of the latest and best American pattern, being unexcelled for comfort and convenience.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Through Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, and San Francisco, for the Overland Railroad, and to Europe by connecting Lines of Steamers. The Overland Railroad Companies *Guarantee* 12 days time for Silk and 18 days for Teas and General Merchandise, between San Francisco and New York.

Favorable arrangements have been made for Through Passengers and Freight to America from Calcutta, Penang and Singapore, and from Swatow, Amoy and Foochow.

Return Passage Tickets issued at a reduction of 20% on regular rates.

Value and weight of Parcel Packages required; all Packages should be marked to address in full.

No Freight received after noon of the 10th prox. No Parcel Packages received after 5 P.M. same day.

For further information as to Passage or Freight, apply at the Agency of the Company, *Praya West.*

T. A. HARRIS,

Agent.

Hongkong, October 12th, 1871.

NOTICE.

THE Business and Stock-in-Trade of MOW WO, Plumber and Gas-fitter, No. 40, Stanley Street, of which YEUNG-FOH was the owner, has been sold to CHIK-SHIN-TONG. All old and outstanding debts must be settled by those who contracted them, and not by CHIK-SHIN-TONG. YEUNG-FOH has no interest in the shop from this date.

CHIK-SHIN-TONG.

2w 1848 Hongkong, 26th October, 1871.

SAIL MAKING.

WILLIAM DOLAN having returned to Hongkong, has resumed his business of SAIL MAKING in all its branches, at his old place in *Duddell Street*, and solicits the patronage of the Public.

He has on hand a fine assortment of 8 and 10 ounce RAVINS DUCK, suitable for Boat Sails or Awnings.

tf 858 Hongkong, 30th April, 1869

NOW READY

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT,

By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.

PRICE: In Paper Wrappers, ...$1.50

Neatly Bound, ... $2.00

Apply at the *Daily Press* Office.

NOTICE.

THE undersigned, Sweet-meat Dealers' Shop, has been established at Canton for a number of years, and *we have no other branch elsewhere than the one established in this City.* The success of this most delicious and unrivalled Preserves has caused some impudent and evil disposed persons at Hongkong and Macao (who are eager to obtain money by illegal means), to apply the name of "CHY LOONG" to their own inferior Goods. Thus the Public is cheated; but what good will be to the evil disposed who will be punished by the visitation of God? The Public are, therefore, requested to send their orders direct to our establishment at Canton, Honam, and this is the only way in which they can obtain our Genuine Goods.

CHY LOONG.

Sweet-meat Dealers' Shop, Canton.

6m 1854 Canton, 30th October, 1871.

GENUINE SCOTCH ORANGE MARMALADE, IN TINS,

Prepared by

JOHN MOIR & SON, ABERDEEN.

J. M. & S. direct attention to the superior quality of this article as prepared by them, and invite a comparison with that of other makers. Marmalade Season, 1871. May now be had from all those Provisioners who supply J. M. & Son's numerous preparations. [12 1870 Nov. 1

榮記煤炭

WING-KEE COAL SHOP.

THE Proprietor of WING-KEE Shop begs to inform the Public that his Shop has been established since 1855, at *Endicott's Lane*, and that he has always a great quantity of Best COAL in store for Sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.

1y 699 Hongkong, 24th April, 1871.

廣元馨呂宋煙舖

THE undersigned begs to inform the Public that he has all sorts of Old CIGARS, HAVANA, CAVITE and MANILA, in small and large boxes, best TOBACCO, and prepared TOBACCO for Sale at an agreeable prices.

For particulars, apply to

KWONG YUEN HING,

No. 61, Queen's Road,

Next to the entrance of the Central Market.

8m 1484 Hongkong, 28th August, 1871.

Post-Office Notifications.

A mail will close.

For Swatow, Amoy, and Shanghai.—Per *Bombay*, to-day, the 2nd November, at 11.30 A.M.

The Mails for Swatow, Amoy, and Foochow, per *Kwang-Tung*, will close at 11.30 A.M. to-morrow, the 3rd instant, instead of at the time previously notified.

For Manila.—Per *Isabelita 6 y Hermana*, on Saturday, the 4th instant, at 3.30 P.M.

For Saigon.—Per Str. *Alexandre Lavalley*, on Saturday, the 4th instant, at 3.30 P.M.

MAILS BY THE "*FRENCH PACKET*."

The French Mail Packet "*PROVENCE*," will be dispatched on WEDNESDAY, the 8th November, at noon, with the Mails—

To and through the United Kingdom *via Marseilles*; to France and other Continental States (in a closed mail to France), to Saigon, Singapore, Galle, Aden, Seychelles, Reunion and Mauritius, Suez and Alexandria.

The Post Office will be open for the reception of Ordinary Letters, Newspapers, Books, &c., until 11 A.M. on the 8th November, after which no Letters can be received.

Money Orders on any of the Money Order Offices in the United Kingdom will be granted until 5 P.M. on the 7th November.

Letters for Registration will be received until 10 A.M. on the 8th November.

F. W. MITCHELL,

Postmaster General.

General Post Office,

Hongkong, 30th October, 1871.

Arrangements having been made by the French Post Office for embarking and disembarking the British Overland Mails to and from France at Brindisi, thereby necessitating the payment by the French Post Office of a transit rate to the Italian Post Office, it has been determined to augment the rate of postage on letters exchanged in the direct Mails between Hongkong and the French Post Office.

The rates of postage chargeable in Hongkong upon letters sent to France and countries through France will, in future, be as follows, viz.:—

To France, Algeria, the French Offices in Turkey (except Constantinople), and the Office at Tunis and Tangiers, 22 cents per ½ ounce.

To Jaffa, Beyrouth, Tripoli (Syria), Latakia, Alexandretta, Messina, Rhodes, Smyrna, Mitylene, the Dardanelles, Gallipoli, Ineboli, Kerassun, Salonica, Samsoun, Sinope, Sulina, Trebizond, Tultcha, Varna, Galatz, and Ibraila, 22 cents per ½ ounce.

To *Spain* and *Gibraltar*, 24 cents per ½ ounce.

To the Grand Duchies of Luxembrugh and Baden, Belgium, the Netherlands, Portugal, Rhenish Prussia, Bavaria, Wurtemburg, the Principalities of Hohenzollern, Birkenfeld, Hesse-Homburg, Lippe, Schwartzburg-Rudolstadt and Reuss, the Duchies of Nassau, Saxe-Coburg-Gotha and Saxe-Meiningen-Hildburghausen, Hesse-Electoral, Hesse-Darmstadt, the Duchy of Saxe-Weimar-Eisenach, the Free Cities of Frankfort-on-the-Maine, Hamburgh, Bremen, and Lubeck, Switzerland, and Italy, 26 cents per ½ ounce.

To *Countries beyond Sea without distinction*, 28 cents per ½ ounce.

To Prussia (Rhenish Provinces excepted), Hanover, Saxony, the Grand Duchies of Mecklenburgh Schwerin and Mecklenburgh Strelitz, Duchy of Brunswick, Grand Duchy of Oldenburg (the Principality of Birkenfeld excepted), the Duchy of Anhalt, the Austrian Provinces, Belgrade, *Servia* (Belgrade excepted), *Montenegro*, Schleswig and Holstein, 30 cents per ½ ounce.

To Denmark, the Papal States and Austria, 32 cents per ½ ounce.

To Moldavia, Wallachia, Turkey in Europe, Sweden, Norway, Poland, and Russia, 44 cents per ½ ounce.

Pre-payment is compulsory in the case of Letters for Spain, Gibraltar, Countries beyond Sea, Servia (Belgrade excepted), and Montenegro.

Letters may be registered to all the above places, except Spain, Portugal and Gibraltar, and the Austrian Provinces; the fee for registration is the same amount as the postage on each letter respectively.

Newspapers and Prices Current cannot be prepaid.

F. W. MITCHELL,

Postmaster-General.

General Post Office,

Hongkong, 13th February, 1871.

It is hereby notified for general information that, the Postage (which must be paid in advanced) upon letters addressed to Prince Edward Island, will henceforward be as follows, viz.:—

When forwarded via Brindisi .... 42 cents each half-ounce.
When forwarded via Marseilles .... 36 cents each half-ounce.
When forwarded via Southampton ...... 28 cents each half-ounce

F. W. MITCHELL,

Postmaster General.

General Post Office,

Hongkong, 28th July, 1870.

It having been found necessary to change the color of the 30 cent Postage Stamp, it is hereby notified, that the new color Stamp will be brought into use on the 14th instant, the Stamps of the old color already issued will, of course, be available for the payment of postage, but no further issue of the old 30 cent Stamps will be made from this Office after the 13th instant, or from the Postal Agencies at the Ports of China and Japan after the 31st inst.

F. W. MITCHELL,

Postmaster General.

General Post-Office,

Hongkong, 10th August, 1871.

It is hereby notified for general information, that the Postage on Letters addressed to Norway, when forwarded *via Southampton*, will henceforward be 36 cents for each half ounce which may either be paid in advance, or it may be left to be collected on delivery of the Letters. Unpaid Letters will be subject to an additional charge on delivery.

F. W. MITCHELL,

Postmaster General

General Post Office,

Hongkong, 23rd August, 1870.

It is hereby notified for general information that on and after the 1st August next, the Commission chargeable on Money Orders issued upon the United Kingdom at Hongkong, Shanghai, and Yokohama will be as follows, viz.:—

On sums not exceeding £2 .... 18 cents.
Above £2 and not exceeding £5 .. 36 "
Above £5 and not exceeding £7 .. 54 "
Above £7 and not exceeding £10 .. 72 "

F. W. MITCHELL,

Postmaster General

General Post Office,

Hongkong, 15th July, 1870.

It is hereby notified that henceforward the rates of postage which must be paid in advance, chargeable on Packets of printed papers or patterns of light weight sent from Hongkong to the United Kingdom by the United States Packets via San Francisco, will be as follows, viz.:—

For a packet not exceeding 1 ounce in weight .... 2 cents.
For a packet above 1 ounce not exceeding 2 ounces .... 4 "
For a packet above 2 ounces not exceeding 4 ounces .... 8 "

and eight cents for every additional four ounces.

These rates apply to Printed Circulars, Price Lists, Market Reports, and all printed papers other than Newspapers, as well as to Books and Trade Patterns or Samples.

F. W. MITCHELL,

Postmaster General.

General Post Office,

Hongkong, 12th April, 1870.

It is hereby notified that, pending the completion of negociations now being carried on with the Italian Post Office, under which it is proposed to establish a regular exchange of direct Mails between Hongkong and the Continent of Europe via Brindisi, Letters for the Continent forwarded by *British Mail Packet*, when specially addressed via Brindisi, will be sent in the Mails for the British Post Office at Alexandria, paid to that place only, whence they will be forwarded via Brindisi, as directed.

The postage, which must be paid in advance is 12 cents per ½-ounce on Letters, one penny on each Newspaper or Price Current, and six cents for each four ounces on Book Packets and Packets of Patterns, and such correspondence is liable to a further charge on delivery.

F. W. MITCHELL,

Postmaster General.

General Post Office,

Hongkong, 12th July, 1871.

A NIGHT ATTACK.

("My First Ride in South America," in Chambers's Journal.)

We had intended to have ridden about ten leagues that day, to an estancia where Fitzgerald was known, and could make sure of a welcome to dinner and bed for the night, completing our journey to Grey's on the following day. This programme, however, was completely disarranged by Fitzgerald's new mount, who, after the first league or two, could not be induced to gallop, so that in spite of our best efforts, sunset found us plodding through an apparently interminable forest, with no prospect before us but that of camping for the night without food or shelter, and making the best of it. Just as we were preparing to dismount, Fitzgerald caught sight of a number of horses standing at the other end of a long open glade, in a way which convinced him, experienced bushman as he was, that they had been recently unsaddled, and must belong to some guerrilla party, such as that which had stopped us in the morning. We held a consultation, which ended in our agreeing that anything was preferable to camping without food, so we rode straight along the glade till we were near enough to distinguish a dark group of men behind the tethered horses. Then Fitzgerald halted, and shouted in a stentorian voice: "Ave Maria!"—the proper way of making known one's approach to a dwelling or assemblage of people in that part of the world. This caused an immediate excitement. We saw the men standing to their arms; while two, seizing their lances, vaulted on horseback, and came galloping towards us. Arrived within a short distance, they halted, and challenged: "Stand! and give the password!" Fitzgerald answered at length, telling our story, and begging to be allowed to camp with them for the night. One of the men then shouted back to the main body; and on receiving an answer, invited us, civilly enough, to advance, and speak to the *capitan*. The capitan, a tall, handsome, gray-haired man, whom Fitzgerald immediately recognised, and addressed as Don Beltran, received us courteously, and informed us that his men had just killed a bullock, and supper would be ready immediately. He then ordered two of the soldiers to unsaddle and tether out our horses; while the rest of the party, who seemed to be about as numerous as our friends of the morning, were busy collecting wood, lighting fires, and preparing to roast some huge pieces of beef; these were soon pronounced to be ready, and Don Beltran, producing from his holsters a bottle of cognac and a paper containing salt, drew a long dagger from behind his back, and set us an example by cutting an enormous slice off one of the pieces on the fire, and attacking it literally "tooth and nail." We followed suit with our sheath-knives; the men, meantime, at their fire a few yards away, making merry with plenty of rough jokes over their meal—the red fire-light showing off their swarthy faces, burned almost black by exposure, and their magnificent white teeth. Our supper concluded with a long pull at the brandy bottle; and then we lighted our pipes, and the captain his cigarette, and he gave us an account of all the marchings and counter-marchings, surprises, and skirmishes he had been engaged in for the last month or two, since he had been detached with his party. He finished by assuring us that we might sleep in all security that night, as there were none of the insurgents left in that part of the country. Fitzgerald told him of those we had met a few hours before, but he said he had intelligence of their movements, and knew that they were making their way in the opposite direction. So, after smoking one more pipe, we turned in. The men were already sleeping soundly, stretched about in all directions round the remains of their fires, wrapped in their ponchos, and lying on their saddles. The capitan had taken possession of a little deserted wood-cutter's hut, barely large enough to shelter one man; and Fitzgerald and I, collecting our saddles and rugs, made ourselves comfortable at a little distance, against a sort of thick hedge made by a mass of passion-flowers and other creepers tangled together between some tree-stems, and affording a capital shelter from the wind. I went to sleep the moment I lay down, and slept till daybreak, when I was awaked by a stir in the camp, and found every one awake and preparing to saddle. Not being obliged to get up, I lay still, and watched them moving about in the dim light. Most of the horses had been brought up from where they had been tethered the night before, and some few were already saddled; while of the men, some, hardly awake, were lazily stretching themselves, or struggling into their long boots; some trying to wake the embers of last night's fires; some were collecting arms and accoutrements, preparatory to saddling; and some struggling with refractory horses. Don Beltran himself stood in the entrance of the hut where he had slept, giving some orders to an old sergeant who stood before him, his saddled horse standing hobbled a few paces away. I was lying half awake watching all this scene, so new to me, fresh from the peaceful conventionalities of Europe, when a dull, heavy, measured sound began to make itself heard in my left ear, which was next the earth. It impressed me strangely—I don't know why—and I took the trouble to turn over and ask Fitzgerald what on earth it was. He was more sleepy than I, and only said: "Oh, thunder, I suppose. Don't bother, that's a good fellow." But next moment he leaped up, wide enough awake: "It's a charge of cavalry. Get up, man, for God's sake! the Blancos are on us!" and as he spoke, he dashed head foremost through the mass of passion flowers behind us, while the forest echoed suddenly to a confusion of such sounds as I pray I may never hear again as long as I live. First, the thunder of the Blancos' horses, as they raced at full speed up the long smooth glade we had ridden down so quietly the night before; and then altogether burst out the yells of the lancers, as they dashed in among the unprepared men, sitting and lying about on the ground, as I have described them, and lanced them without resistance; and the screams of the wounded and dying, as, thrust through by the lances of the foremost, they fell helplessly under the hoofs of the rear rank; and shots and blows, and oaths and groans, and wild shouts, with the shrill neighing of some of the horses, still tethered in the distance, heard over all, made up a babel that even now I don't like to think of. It was over in a moment. The surprise was complete. The few who were near their horses at the time, vaulted on to them, and escaped at once into the thickest of the forest, without a thought of fighting; those who were unprepared fell at the first onset, as I have said. I saw Don Beltran rush out of the hut as the first of the advancing lanceheads became visible through the trees, shouting to his men: "Rally, my children. It is impossible that you will let yourselves be cut down without an effort!" The thunder of the charging horses' feet drowned his words—none heard him, or attended to him. The old sergeant turned, and ran for his horse; he would not wait to unbutton his hobbles; but drawing his sharp knife from his back, he slashed through the tough hide, and vaulted up. Before he was well in the saddle, his spurs were in the horse's sides, and he disappeared in an instant among the trees. Meantime, the gray-haired old capitan ran forward, waving his sword; five lancers, rode at him in a cloud of smoke and dust; in an instant he was down, dead, lanced through and through in twenty places. He was the last of his party; and two of the conquerors, dismounting, went round their dead and dying enemies, daggers in hand, and grasping them by the beards, drew back the heads, and cut the throats of all, one by one. Up to this time, all had passed so suddenly that I had hardly realised what a tragedy I was witnessing; but this dreadful ending to it, while filling me with horror, reminded me that my own position was probably none of the safest, standing as I was in full view of these barbarians; I looked to see what had become of Fitzgerald, and presently saw his face looking out from among the creepers. He made a sign to me to pass the horse-gear in to his hiding-place; and we hid it and ourselves in the thickest of the undergrowth, where we lay quiet for about an hour, while the soldiers rifled the dead bodies of everything of any value that was on them, and examined the captured horses, turning adrift the worst of them. Two men strolled down together to take a look at my chestnut, which was tied to a tree not far from where we were hidden, and one remarked to the other that the horse was not good for much, but that the halter and lasso were worth taking. He took them accordingly, letting the horse go loose; but, contrary to my expectation, the animal, instead of galloping away, only moved a few steps, and then began to feed again quietly; so that as soon as the party had drawn together and marched, Fitzgerald and I emerged cautiously from our hiding-place, and found no difficulty in catching him; then we girthed a saddle on to him, and I mounted, Fitzgerald jumping up behind me, and directing my course through the wood. We were both anxious enough to leave such a scene of horror; and carefully turning away our faces from the ghastly remains of our entertainers of the night before, we went crashing at a gallop through the underwood, the chestnut going as willingly and strongly under the double load as he had done under my weight alone on the previous day. We arrived at our destination in the course of the morning, without any further adventure; and the welcome I received went far towards making up for the disagreeables I had encountered on the road; but I shall not easily forget my first ride in South America.

A MOST UNFORTUNATE MAN.

(Pall Mall Gazette.)

There seems to be a not only most remarkable but also most deeply injured man in South Carolina. A correspondent of the *Philadelphia Press* gives an account of the Rev. Elias Hill. He is a pure black, and was born near Clay-hill, York district, of slave parentage, in 1819. When but seven years old he became afflicted with rheumatism, which so contracted his lower limbs that he was unable to walk. This contraction has since continued, and attacked all his limbs. His legs resemble more the talons of a large bird than anything else, while his arms are so deformed and his fingers contracted that they are almost useless. His upper and lower jaws are as tightly clenched as a vice, and to enable him to receive his food, his front teeth have been extracted. He is utterly unable either to walk or crawl, and has to be carried in every instance. Yet withal, he has "a massive intelligent head, a clear sonorous voice, and an intelligent eagle-like expression." He educated himself, and early began the preaching of the Gospel. Three different times has he been compelled to change his manner of writing. At first he was able to hold his pen in the ordinary way until he lost the use of his fingers, when he was obliged to grasp the pen with all his fingers knotted in a bunch around it. As the process of contraction continued, he could only fold his hand over the pen, and thus scribble in the best way he could. With all his limited opportunities he compares favourably with any man in the state. "Contrasted with General Wade Hampton or any other Southern leader he is a marvel." It is much to be regretted that this afflicted and praiseworthy being has not been permitted by the Ku-Klux to end his days in peace. On the 5th of May last a band of disguised men came to his cabin, drove away a small boy who attends him, and after destroying all his books and papers, gave the reverend gentleman a severe flogging. He received some twenty or thirty lashes with a halter round his neck and a pistol pointed at his head. Nor did the chastisement cease until he had promised that on the following week he would renounce, through the columns of the *Yorkville Enquirer*, his Republican principles. At the time the Ku-Klux whipped the old man they charged him with having preached political sermons; but he denies having done so, and is unconscious of having given cause of offence to any one. His case seems to have excited some commiseration, and a general impression prevails that the Ku-Klux have been rather hasty and overbearing in their conduct.

BRITISH COLUMBIA.

We hear but little of British Columbia, and the report of 1870, by the Acting Colonial Secretary, Mr. Good, on the condition of the colony, is acceptable. He states that the yield of gold in 1869 was quite proportionate to the mining population. The quantity known to be exported was of the value of $2,417,873, to which must be added about a million for gold shipped by private hands, gold sent out from Kootenay and the southern boundary, and gold remaining in the country; making a total of $3,417,873. The area of the known gold fields has been considerably extended, and now reaches from the 49th to the 53rd parallel of north latitude, running over a belt of from 100 to 200 miles wide. In 1869 the first quartz mill was erected at Cariboo, chiefly with the view of enabling discoverers of leads to test the value of the rock. The acting secretary is of opinion that a wide field lies open in this direction for utilising to enormous profit idle capital; but this era has not yet arrived for British Columbia, and the development of the country drags along with weary, halting steps. The yield of the Nanaimo coal mines in 1869 was about 40,833 tons. The anthracite of Queen Charlotte's Island is equal to the Pennsylvania for furnace purposes; but properly to develop and work the mine would require an outlay of £100,000. The export of spars and lumber reached a value of $250,885 in 1869. The production of the colony has to fight against a large import duty in the only neighbouring market; while the coal of Bellingham Bay and the lumber of Puget Sound enter San Francisco free of duty. On confederation with the Dominion of Canada, one of the first subjects of attention must be reciprocity; another must be ready communication with Canada by waggon road, open all the year through, and then by railroad. Without this confederation would exist only in name. There were in 1862 23,765 cattle in the colony, and 11,846 sheep. The grass of the country is admirably adapted for fattening cattle. Wheat and other cereals ripen readily, and return seldom less than forty bushels to the acre. Remunerative prices are obtained both for the grain and for the meal manufactured from it in the colony. The population, as estimated from the magisterial returns, is stated at 10,496, exclusive of natives; 1,947 are Chinese; but many roaming miners, traders, and fishermen are overlooked. The Indian population is variously estimated at from 30,000 to 50,000. The acting secretary maintains that the country only requires opening up, and a fair chance of securing population and capital, to become highly wealthy and prosperous.

FINANCIAL PROSPECTS IN FRANCE.

The *Daily News'* Paris correspondent writes:—

"M. Pouyer-Quertier, the French Minister of Finance, uttered a sentence the other day on which I do not find that anyone has made a remark. It sounds like a clap of thunder, and yet passes as a matter of course. He said that France has to provide for the expenses of the year a sum very nearly double that which the English Chancellor of the Exchequer has to find—that is, quite independent of the loan. He somewhat underrates the amount of English expenditure; but it is to be supposed that he speaks with more accuracy of France when he says that this year he will require a revenue of 120 millions sterling. This, as I have said, has nothing to do with the loan. He is talking of expenses which he has to meet out of revenue. What these expenses are in ordinary times it is difficult to say with precision, because there has been for years past a hocus-pocus going on, in which the real expenditure is disguised under the name of supplementary budgets and extraordinary budgets, and in which a revenue is found partly out of imposts, and partly out of loans. Suppose for a round number we say seventy millions sterling; it will then follow that this year M. Pouyer-Quertier wants out of the pockets of Frenchmen nearly fifty millions sterling more than the largest sum which any Finance Minister has ever been able to wring out of them. In other words, he will want double the additional revenue he asked for. He asked for new imposts to bring him in 650 millions of francs more than the usual revenue. It now appears that he requires nearly double that amount. Where all this money is to come from nobody knows, unless it be M. Thiers and M. Pouyer-Quertier, who were so confident of success that they refused to borrow more than two milliards, when they might easily have borrowed three; who refused to entertain the question of an income-tax which would afford the the quickest means of replenishing the national coffers, and who cannot think of reducing the strength of the national armaments. It is a good sign that, in opposition to the Government, an income-tax was proposed in the National Assembly yesterday, and in accordance with French procedure its consideration was voted as urgent. But it must be a very heavy income-tax to fill the vast void. In the meantime, the Assembly has voted about half the new taxes demanded by the Minister of Finance—say about 350 millions; at least, this is the estimate, though if all the estimates is calculated like those of the post-office, it would be will to regard them with caution. It is estimated, for example, that by raising the charges for postage there will be an increase of revenue to the extent of, twenty-four millions—very nearly a million sterling. Every Englishman naturally shakes his head. It is not to be expected that, in a country where the postage is already too high, the Government is going to add nearly a million sterling to its revenue by raising the rates."

People in a passion seldom wish their questions to be answered at all, and never that they should be answered coolly and with reason.

A vagabond seeing the motto, "Opportunity makes the thief," said, "Not always. I found a big anchor and chain cable on the pavement the other night, and didn't touch it; and there was nobody about neither."

Insurances.

COMPAGNIE LYONNAISE D'ASSURANCES MARITIMES.

Société anonyme libre au Capital de 6,000,000 de francs (un quart versé.)

THIS Company, being associated for purposes of Marine Insurance in the Far East, with the
LLOYD FRANCAIS, Capital of 6,000,000 frcs.,
And with the CIE FRANCAISE D'ASSURANCES MARITIMES,
Capital of ......5,000,000 frcs.,
Offers to the ASSURED the Security of a collective Capital of ......17,000,000 frcs.

Agencies established, and Policies made payable in Lyons, Paris, London, Marseilles, Calcutta, Bombay, Yokohama, Hongkong and Shanghai.

The undersigned having been appointed Agents in China for the above-named Company, are prepared to accept Marine risks, foreign or coastwise, at current rates.

RUSSELL & Co.

tf 1377 Hongkong, 23rd July, 1870.

PACIFIC INSURANCE COMPANY, OF SAN FRANCISCO, CALIFORNIA.

LOSSES payable without extra charge in SAN FRANCISCO, NEW YORK, LIVERPOOL, or LONDON.

MERCHANDISE with average accepted at current rates by STEAMERS and strictly A 1 SAILING VESSELS.

OVERLAND RAILROAD.

Risks Free of Particular average accepted from SAN FRANCISCO to any city in the UNITED STATES not south of ST. LOUIS, by RAIL, at one half per cent. net.

RUSSELL & Co., *Agents, Hongkong and Shanghai.*

tf 970

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

137, LEADENHALL STREET, LONDON. ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent.*

tf Hongkong, 1st July, 1867.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT,
Policies issued for long or short periods at current rates.

LIFE DEPARTMENT,
Policies issued for sums not exceeding £5,000 on reasonable terms.

HOLLIDAY, WISE & Co.

tf 1927 Hongkong, 1st November, 1870.

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—
Not exceeding Ten days ⅛ of the annual rate
Not exceeding 1 month ¼ of the annual rate
Above 1 month, and not exceeding ... } 3 " ½ do. do.
Above 3 months and not exceeding ... } 6 " ¾ do. do.
Above 6 months the full annual rate.

GIBB, LIVINGSTON & Co., *Agents, Imperial Fire Insurance Company.*

tf 675 Hongkong, 13th August, 1869.

OCEAN MARINE INSURANCE COMPANY, LONDON.

INCORPORATED 1859.
CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.

AUGUSTINE HEARD & Co.

tf 1351 Hongkong, 7th June, 1867.

NOTICE

BRITISH AND FOREIGN MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents of the above Insurance Company, are prepared to issue Policies against Marine risks on Freight and Cargo at Current rates, subject to a discount of 15 %.

BUTTERFIELD & SWIRE.

tf 1753 Hongkong, 1st October, 1870.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1958 Hongkong, 15th October, 1868.

THE LIVERPOOL AND BOMBAY TRADERS' INSURANCE COMPANY.

THE undersigned having been appointed Agents for the above Company at this port, are prepared to grant Policies against Marine Risks at current rates.

HOLLIDAY, WISE & Co.

tf 777 Hongkong, 25th April 1870.

IMPERIAL FIRE INSURANCE CO.

FOR Insuring Houses and other Buildings, Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbours, or Dock, and the Cargoes of such Ships; also, Ships Building and Repairing; Barges and other Vessels on Navigable Rivers and Canals, and Goods on board such Vessels, throughout Great Britain and Ireland; and in FOREIGN COUNTRIES, FROM LOSS OR DAMAGE BY FIRE.

The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of $60,000 on any one First Class Risk.

GIBB, LIVINGSTON & Co.

Hongkong, 1st January, 1867.

UNIVERSAL MARINE INSURANCE COMPANY, LIMITED, (OF LONDON).

THE Undersigned having been appointed Agents for the above Company at this Port, Shanghai, Foochow, Hankow, and Yokohama, are prepared to accept Marine Risks at Current Rates.

GILMAN & Co., *Agents.*

tf 437 Hongkong, 9th March, 1871.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

THIS Company grants Policies on Marine Risks at the established local Rates, to all parts of the World.

In addition to the usual brokerage, thirty per Cent (30%) of the Profits will be returned as Bonus to all contributors of business, whether Shareholders or not, rateably in proportion to the amount of Net Premia contributed.

No Policy Fees charged.

WM. PUSTAU & Co., *Agents.*

tf 1402 Hongkong, 27th July, 1870.

THE ROYAL EXCHANGE ASSURANCE OF LONDON.

THE Undersigned having been appointed Agents of the above Corporation, are prepared to grant Policies against Fire at current rates.

BUTTERFIELD & SWIRE. *Agents, 4, Praya.*

tf 1589 Hongkong, 26th August, 1870.

MERCHANT'S MUTUAL MARINE INSURANCE COMPANY OF SAN FRANCISCO.

ENGAGED EXCLUSIVELY IN MARINE INSURANCE.
Paid up Capital—$500,000.00.

THE Undersigned having been duly appointed Agents of the above Company, are prepared to accept Marine Risks on the usual terms.

OLYPHANT & Co.

tf 1292 Hongkong, 2nd July, 1869.

Insurances.

PACIFIC INSURANCE COMPANY. SAN FRANCISCO.

THE Undersigned, Agents for the above Company, are prepared to grant POLICIES against Fire on Buildings and Goods, at current rates.

RUSSELL & Co.

tf 366 Hongkong, 7th February, 1867.

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.

THE Undersigned having been appointed Agents in China for the above INSURANCE COMPANY, are prepared to grant Policies covering Marine Risks at the Current Rates.

RUSSELL & Co.

tf 573 Hongkong, 2nd March, 1867.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

In addition to the usual brokerage, this Association returns to the assured *Twenty per cent. of its yearly profits*, divided *pro rata* to the net premium contributed.

RUSSELL & Co., *Secretaries.*

tf 1089 Hongkong, 1st January, 1870.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies gainst Sea Risks at current rates.

RUSSELL & Co.

tf 1022 Hongkong, 1st April, 1865.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

THIS Company, with its Head Office at Hongkong, and Agencies at the various Treaty Ports in China and Japan, is prepared to issue Policies of Insurance, at the current rates of Premium at the respective places.

AUGUSTINE HEARD & Co., *Secretaries.*

tf 557 Hongkong 1st April, 1871.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz:—
Not exceeding 1 month ¼ of the annual rate
Above 1 month, and not exceeding } 3 " ½ do. do.
Above 3 months and not exceeding } 6 " ¾ do. do.
Above 6 months the full annual rate.

GILMAN & Co., *Agents, North British & Mercantile Insurance Company.*

tf 696 Hongkong, 7th April 1868.

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—
Not exceeding 10 days, ⅛ of the annual rate.
Not exceeding 1 month, ¼ do. do.
Above 1 month and not exceeding 3 months... } ½ do. do.
Above 3 months and not exceeding 6 months... } ¾ do. do.

NORTON, LYALL & Co., *Agents the Queen Insurance Company.*

tf 242 Hongkong, 22nd January, 1870.

THE QUEEN INSURANCE COMPANY.

CAPITAL,—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this port, is prepared to grant Policies against Fire, to the extend of £10,000, on Buildings or on Goods stored therein.

NORTON, LYALL & Co.

tf 241 Hongkong, 22nd January, 1870.

THE GUARDIAN FIRE AND LIFE ASSURANCE COMPANY.

No. 11, LOMBARD STREET, LONDON, E.C. ESTABLISHED 1821.
And empowered by special Acts of Parliament.
Subscribed Capital—£2,000,000, Sterling.

THE Undersigned having been duly appointed Agents for the above Company, are prepared to take risks against Fire, on the usual terms.

OLYPHANT & Co.

tf 2317 Hongkong, 7th December, 1869.

IMPERIAL FIRE INSURANCE COMPANY

REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance viz:—
Detached & semi-detached Dwelling Houses removed from town, and their contents. } ½ per cent.
Otherdwelling Houses, used strictly as such, and their contents. } ¾ per cent.
Godowns, Offices, Shops, &c., and their contents. } 1 per cent

GIBB, LIVINGSTON & Co., *Agents Imperial Fire Insurance Company*

tf 864 Hongkong, 7th March, 1865.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.
Detached & semi-detached Dwelling Houses, removed from town, and their contents. } ½ per cent. per annum
Otherdwelling Houses used strictly as such, and their contents } "
Godowns, Offices, Shops, &c., and their contents. } 1 "

GILMAN & Co., *Agents, North British and Mercantile Insurance Company.*

tf 886 Hongkong, 10th March, 1865.

NOTICE.

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—
Not exceeding Ten days ⅛ of the annual rates
Not exceeding 1 month ¼ do. do.
Above 1 month, and not exceeding three months. } ½ do. do.
Above 3 months, and not exceeding six months.... } ¾ do. do.
Above six months the full annual rate.

JARDINE, MATHESON & Co., *Agents, Alliance Fire Assurance Company.*

tf 678 Hongkong, 26th August, 1869.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.

DOUGLAS LAPRAIK & Co.

tf 717 Hongkong, 9th November, 1868.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire to the extent of $60,000 on Buildings, or on Goods stored thereon.

GIBB, LIVINGSTON & Co.

tf Hongkong, 24th August, 1864.

NOTICE.

ROYAL INSURANCE COMPANY.

THE annual rates for Fire Insurance on the various classes of Buildings and their contents will remain as follows until further notice, viz:—
Detached and semi-detached Dwelling Houses (removed from the town) and their contents. } ½ per cent
Other Dwelling Houses (similarly situated) and their contents } ¾ per cent.
Offices and Godowns and their contents. } 1 per cent
Other Risks by Special arrangement.

The following rates will be charged for SHORT PERIOD Policies:—
Not exceeding 10 days ⅛th per cent.
Not exceeding......... 1 month ¼ per cent.
Above 1 month, and not exceeding......... } 3 " ½ "
Above 3 months, and not exceeding......... } 6 " ¾ "
Above 6 months, the full annual rate of 1 "

ROBT. S. WALKER & Co., *Agents, Royal Insurance Company.*

tf 1763 Hongkong, 13th September, 1869.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.

AUGUSTINE HEARD & Co.

tf 471 Hongkong, 6th March, 1868.

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Orders will be received by W. H. BELL, *Daily Press* Office, AND Messrs LANE, CRAWFORD & CO., *Queen's Road*, Hongkong.

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ALCOCK.—Familiar Dialogues in Japanese, with English and French Translations, for the use of Students. By Sir Rutherford Alcock. 8vo. pp. viii. and 40, sewed. Paris and London, 1863. 5s.

ANDREWS.—A Dictionary of the Hawaiian Language, to which is appended an English-Hawaiian Vocabulary, and a Chronological Table of Remarkable Events. By Lorrin Andrews. 8vo. pp. 560, cloth £1 11s. 6d.

BELLOWS.—English Outline Vocabulary for the use of Students of the Chinese, Japanese, and other Languages. Arranged by John Bellows. With Notes on the writing of Chinese with Roman Letters. By Professor Summers, King's College, London. 1 vol. crown 8vo., pp. 6 and 368, cloth. 6s.

BEAL.—The travels of the Buddhist Pilgrim, Fah Hian. Translated from the Chinese. With notes and Prolegomena by S. Beal, Chaplain in Her Majesty's Fleet, a member of the Royal Asiatic Society, and formerly of Trinity College, Cambridge. Crown 8vo. cloth.

CALLERY.—Dictionnaire Phonétique de la Langue Chinoise. Par J. M. Callery. Two volumes. 8vo., Macao, 1841. £3. 5s.

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Takasima,	Lucas	N. G. bk	639	Captain	Shanghai
Woodbine,	Ware	Brit. bk	252	Aug. Heard & Co	Sydney
SHANGHAI. *In port on 26th October, 1871.*					
The names of the numerous steamers, tugs, small craft and receiving hulks employed in the Yang-tsze are not included in this table.					
Adelle,	Macaslin	Amr. bk		Nils Moller	
Adam Sedgurde,	Hamon	Brit. bk	458	F. Deslandes & Co	
Ailsa,		Brit. sh		Order	
Caroline,	Paulsen	N. G. bk	271	Ed. Schellhass & Co	
Claro Babuyan,	Holmes	Brit. bk	357	Frazar & Co	
Dashing Wave,	Lawrence	Amr. sh	1054	Olyphant & Co	
Early Morn,	Forsman	Brit. sh	1056	Master	
Ethe Rickmers,	Frederich	N. G. sh	980	Olyphant & Co	
E. Graham,	Brage	Brit. bk	508	Gibb, Livingston & Co	London
Endeavour,	Warland	Amr. sh	960	Russell & Co	New York
Foochow,	Schroder	Siam. bg	300	Choon Seng & Co	
Fort Regent,	Olson	Brit. sh	636	Gibb, Livingston & Co	London
Gemini,	Fallet	Brit. bk	425	Olyphant & Co	Foochow
Harilab,	Robertson	Brit. bk	405	Aug. Heard & Co	New York
Her Majesty,	Aldridge	Brit. sh	1112	Chapman, King & Co	London
Hesperus,	Spring	N. G. bg	231	Wm. Pustau & Co	
Jessie L'uttit,	Maude	Brit. bk	492	Little & Co	New York
Lady Louise,	Marsh	Brit. bk	542	Little & Co	New York
Lass of Gawler,	Dexon	Brit. bg	223	Master	
Lulu,	Knowles	Amr. sch	338	Frazar & Co	
Maria,	Dua	Rus. sh	637	Frazar & Co	
Midnight,	Brock	Amr. sh	838	Olyphant & Co	New York
Norfolk,	Barry	Brit. bk	234	Frazar & Co	
Norfolk,	McDonald	Brit. sch		Order	
Thos. Wood,	Gibson	Brit. bk	520	Bourjau, Hubener & Co	
Victoria Nyanza,	Jones	Brit. sh	1023	Frazar & Co	
YOKOHAMA. *In port on 21st October, 1871.*					
Admiral,	Lord	Amr. bk	657	Walsh, Hall & Co	
Bertha Marion,	Ager	Brit. bk	539	Hudson, Malcolm & Co	
Chieftain,	McMinnes	Brit. str	960	Findlay, Richardson & Co	Hongkong
Coringa,	Hansard	Brit. str	946	Jardine, Matheson & Co	
Fiery Cross,	Murray	Brit. str	694	Jardine, Matheson & Co	
Flying Spur,	Barnett	Brit. sh	735	Jardine, Matheson & Co	New York
Frederick,	Sutaren	N. G. bk	262	Schultz, Ross & Co	
Golden Age,	Burditt	Amr. str	1870	P. M. S. S. Co	
Harbottle,	Wood	Brit. bk	319	Chinese	
Hilda,	Graham	Brit. bk	550	D. Sassoon, Sons & Co	
Khankai,	Will	Brit. sch	137	Order	
James Paton,	Cottier	Brit. bk	327	Walsh, Hall & Co	
Japan,	Freeman	Amr. str	4352	P. M. S. S. Co	
Juno,	Blethen	Amr. bk	300	Captain	
Lizzie Iredale,	Agnew	Brit. bk	632	Gilman & Co	
Malacca,	Kilgour	Brit. str	1200	Jas. C. Frazer & Co	
Martha,	Haje	N. G. bk	221	Chinese	
Mikado,	Ilberry	Brit. sh	613	Hecht, Lilienthal & Co	
Misko,	Andersen	Brit. bk	616	Aspinall, Cornes & Co	
Mowtan,	Hussey	Amr. sh	448	Walsh, Hall & Co	
New York,	Furber	Amr. str	2000	P. M. S. S. Co	
Niphon,	Voit	Ned. sh	220	Carst, Lels & Co	
Oregonian,	Dearborn	Amr. str	1918	P. M. S. S. Co	
Peiho,	Kirk	Brit. str	198	Pitman & Co	
Peter Joynson,	Watson	Brit. str	950	P. & O. Co	
Prince Alfred,	Pfeiffer	Brit. bk	603	Hudson, Malcolm & Co	
Shene,	Claussen	N. G. bk	858	Captain	
Tokei Maru,	Knowles	Amr. str	1400	Aug. Heard & Co	
Wanderer,	Taylor	Brit. sch	70	Captain	
Walton,	Mercer	Brit. bk	377	Hudson, Malcolm & Co	

Printed & Published for the proprietor, by W. H. BELL, Wyndham-Street, Hongkong.